





## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS  
AND  
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS  
AND  
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times  
Champagne Bitters and Whiskey is  
good.Stick to this advice and you'll  
never know you have a liver.WATKINS,  
LIMITED.Chemists and Aerated Water  
Manufacturers.

Hongkong, 15th August, 1901. [744c]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

35.50 7 Cask of 375 lbs. Net ex Factory.  
33.30 7 Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 1st June, 1901. [16c] Hongkong, 11th September, 1901. [934c]

## A. CHEE &amp; Co.

17A, Queen's Road, Central.  
ESTABLISHED 1859.FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-  
tresses, Cutlery and Dinner Services; Cooking Ranges and Kitchen  
Utensils, Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and  
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

## KELLY &amp; WALSH, LD.

TROPICAL DISEASES, with 11 Illustrations  
and two coloured Plates, by Dr. Patrick  
Manson ..... \$6.50  
"HELLESPOINT" ON BRIDGE ..... 3.00  
THE ARROW WAR WITH CHINA, by Chas.  
Leavenworth ..... 2.25  
THE EXPANSION OF TRADE IN CHINA,  
by T. H. Whitehead ..... 0.70  
THE THIRTY SOCIETY OF HEAVEN AND  
EARTH ASSOCIATION, by W. Stanton ..... 3.50  
A JAPANESE MARRIAGE, by Douglas  
Sladen ..... 1.25  
TRANSACTIONS OF THE KOREA BRANCH  
OF THE ROYAL ASIATIC SOCIETY, Vol.  
I ..... 3.25  
FRIEND TOMMY AND OTHER TOPICS, by  
Joss Chinchinjos ..... 1.00  
TRADE AND SHIPPING OF SOUTH-EAST  
ASIA ..... 0.50

THE

ROBINSON PIANOFORTE CO.,  
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-  
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

## CLUB WHISKY.

\$12 PER DOZEN.

## F. O. S. WHISKY.

\$15 PER DOZEN.

The best value on the Market.

SOLE PROPRIETORS:

## H. PRICE &amp; CO.,

12, QUEEN'S ROAD.

Hongkong, 2nd September, 1901.

Today's  
Advertisements.BOARD  
AND  
RESIDENCE.

MRS. HUBBARD.

166, QUEEN'S ROAD EAST.  
Hongkong, 11th September, 1901. [1005c]FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship.

"ARRATON APCAR."

Captain E. Fey, will be despatched for the  
above Ports, on SUNDAY, the 15th instant,  
at Daylight.For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, 11th September, 1901. [1001c]

THE OSAKA SHOSHIN KAISHA,  
LIMITED.FOR FOCHOW VIA SWATOW AND  
AMOI.

THE Company's Steamship.

"ANPING MARU."

Captain S. Atsumi, will be despatched for the  
above Port, on WEDNESDAY, the 25th instant,  
at Daylight.For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 11th September, 1901. [321c]

AUSTRIAN LLOYD'S STEAM NAVA-  
TION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CARINTHIA."

having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained.

This Vessel brings Cargo:

From Trieste, ex s.s. *Thetis*.Venice, ex s.s. *Motrich*.Optional Cargo will be discharged here unless  
notice to the contrary be given immediately.No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Undersigned before  
Noon, on the 15th instant, or they will not be  
recognized.No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 15th  
instant, will be subject to rent.Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 11th September, 1901. [934c]

Today's  
Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
from The Acting Captain Superintendent  
of Police, to sell by  
PUBLIC AUCTION,ON  
SATURDAY, the 14th September, at 11 A.M.,  
at Central Police Station,  
A QUANTITY OF  
DAMAGED & CONDEMNED STORES.

TERMS:—As Usual.

HUGHES & HOUGH, A  
Auctioneers.

Hongkong, 11th September, 1901. [1006c]

GOVERNMENT NOTIFICATION.  
No. 474.THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held at the Office of the Public Works  
Department, on

MONDAY,

the 16th day of instant, 1901, at 3 P.M., are  
published for general information.By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office.

Hongkong, 30th August, 1901. [1003c]

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Monday,  
the 16th day of instant, 1901, at 3 P.M., at the  
Office of the Public Works Department, by  
Order of His Excellency the Governor, of One  
Lot of CROWN LAND, at Hung Hom, Kow-  
loon, in the Colony of Hongkong, for a term of  
75 Years, commencing from the 5th Novem-  
ber, 1900, with the option of renewal at a  
CROWN RENT to be fixed by the Surveyor  
of His Majesty the KING, for one further term  
of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary	Containing	Annual	Area
Registry No.		Measurements.	in Acres, Roods, and Perches.	Rent.	
1111	Hung Hom	10 50 14.6 14.6	75 8	23	33

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA, DJIBOUTI, EGYPT, MAR-  
SEILLE, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HARVE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.ON MONDAY, the 23rd September, 1901,  
at 1 P.M., the Company's Steamship  
"INDUS," Captain Dutchauteau, with Mails,  
Passengers, Specie and Cargo, will leave this  
port for MARSEILLE via ports of call,  
WITHOUT TRANSSHIPMENT.Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.Shipping Orders will be granted till Noon,  
Cargo will be received on board until 4 P.M.,  
Specie and Parcels until 3 P.M. on the 22nd  
instant. (Parcels are not to be sent on board;  
they must be left at the Agency's Office.) Con-  
tents and Value of Packages are required.For Further particulars, apply at the Com-  
pany's Office.P. DE CHAMPMORIN,  
Acting Agent.  
Hongkong, 11th September, 1901. [1004c]

## STEAMSHIP "NATAL."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
s.s. *Douro*, and from Bordeaux, ex s.s.  
*Ville de Lorient*, in connection with above  
Steamer, are hereby informed that their Goods,  
with the exception of Opium, Treasure and  
Valuables are being landed and stored at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before NOON, TO-DAY, the 9th inst., request-  
ing it to be landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after MONDAY, the 16th instant, at Noon,  
will be subject to rent and landing charges.All claims must be sent in to me on or before  
the 16th inst., or they will not be recognised.All damaged packages will be examined on  
MONDAY, the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,  
Acting Agent.  
Hongkong, 11th September, 1901. [1004c]

## Intimations.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.EASTMAN'S  
KODAKS AND FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" IS THE BEST.

20, QUEEN'S ROAD,  
Watson's Building.

CHS. J. GAUPP &amp; CO.,

CHRONOMETER, WATCH, AND CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition.

Sole Agents for Goldsmiths and Jewellers.

CELEBRATED OPERA GLASSES,  
MARINE GLASSES, AND SPYGLASSES.

Nos. 54 &amp; 56, Queen's Road Central. [72c]

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED  
WATERS.

IN THE FAR EAST.

OUR FACTORIES are construct-  
ed with every attention to the best  
principles that sanitary science can  
suggest; and our NEW FACTORY  
at WEST POINT is the LARGEST  
and BEST EQUIPPED in the FAR  
EAST.A perfect System of Filtration is  
employed guaranteeing Absolute  
purity.A STAFF OF ENGLISH EXPERTS  
attends to every detail of the Manu-  
facture.The Waters produced are of the  
highest class and excellence; as testi-  
fied to by the best English makers.

A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong.

## DEATH.

At Shanghai, on the 7th September, at 6  
a.m., AELIUS MARCELLUS BISBEE, Coast  
Inspector and Harbour Master, aged 60 years.  
American papers please copy.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 11, 1901.

## NOTES AND COMMENTS.

## Dynamite in Canton.

The Canton Officials do not seem to be  
sleeping upon beds of roses just at present.  
The obnoxious house-tax is causing them  
considerable anxiety, for though they are of  
opinion that they can control the people in  
the City itself, they are by no means con-  
fident of maintaining order in the outlying  
towns and villages, and the date fixed for the  
collection of the tax is looked forward to as  
a time of possible trouble by all. Next,  
the Military Examinations have been abolished  
and the students who were intent upon  
competing at them are very wrath. They  
say that the bread has been taken from their  
mouths, for they will be no good for any  
other occupation, which is easily understood  
when one takes into consideration the very  
childish training through which the Chinese  
military student is put. On top of all this,  
we are told, has come a dynamite scare,  
and that, as can be easily imagined will not  
tend to render the officials any more com-  
fortable. We had, it will be remembered,  
the same sort of scare last year, the dynamite  
in this instance being supposed to have been  
smuggled in by the Reformers for the pur-  
pose of blowing up the Yamen. A quantity  
of dynamite was seized as it was being  
smuggled ashore and an explosion occurred  
near one of the public buildings, though  
whether or no this was due to dynamite or  
gunpowder still remains a mystery. At all  
events, the whole affair created a sensation  
last year and it looks very much as though  
Canton was now to experience a similar  
excitement. We fancy, however, that the  
present dynamite scare will be more far  
reaching in its effects, for the military stu-  
dents, if they are really mixed up in any plot,  
are less likely to refrain from wilful damage  
than the Reformers, who are obliged to  
maintain a show of civilized ideas through  
all their actions in order not to alienate  
foreign sympathy. We shall watch the pro-  
gress of events during the next week or two  
with interest.

## REUTER'S TELEGRAMS.

PRESIDENT MCKINLEY'S  
CONDITION.

London, September 9th.

President McKinley is now suffering con-  
siderably, but is sleeping fairly well.The latest bulletins state that conditions  
continue satisfactory.COTTAM & Co. LATEST SHAPES IN  
LINEN COLLARS.COTTAM & Co. for the K. WALKING and  
SHOOTING HOOFS.COTTAM & Co. for ANDERSON'S RAIN  
COATS and HOLLDAIS.

## LATER.

The bulletin issued at three yesterday  
afternoon says that a steady improvement  
continues in the patient, who is now without  
pain or unfavourable symptoms. His tem-  
perature is 100°. All the doctors in atten-  
dance are most hopeful in view of the absence  
of all complications in the patient.

## BRITISH SOUTH AFRICA.

THE CHASE OF STEYN AND  
DE WET.Steyn and De Wet fled in haste from Reitz  
on the approach of the British under General  
Rimington.

## LOCAL AND GENERAL.

SIR JOHN CARRINGTON, the Chief Justice,  
is, we hear, expected to return from leave by  
the next *Empress* boat.THE TOTAL INCOME of the F. M. S. Rail-  
ways for last year was over 24 million dollars.  
This is admittedly a splendid return.THE CASE of shooting a Chinaman by P. C.  
Holdway was remanded again this morning  
for one week, Bail of \$100 being accepted.GOVERNMENT HOUSE is being colour-  
washed a delicate pink, somewhat approaching  
the shade which our lady readers dub "crushed  
strawberry."H.M.S. *ROZARIO* left Singapore on the  
morning of the 4th instant for the Cocos, taking  
Mr. W. L. Carter, who is the Commissioner  
carrying out this year's inspection.THE KING has approved of the sign for the  
Royal Sign Manual, and the Tudor crown is  
to be used instead of the various patterns of  
crown now borne on Army badges. It will be  
introduced gradually as renewals are required.CHOLERA carried off five native passengers  
on board the *Giang Seng* from Cheribon to  
Singapore. Three hundred and sixty four  
passengers were to be landed at St. John's  
Island and the steamer was to be disinfected  
before communicating with the shore.THE GOVERNMENT OF INDIA have  
decided to allow the families of officers and  
departmental subordinates, in any case where  
it may be desired, to proceed to Peking, Tien-  
sin, Tongshai, Shan-hai-kwan and Shanghai.  
They will be granted entitled passages in trans-  
ports going to China, provided that accommo-  
dation is available.THE HOLIDAY SEASON seems to be  
drawing to a close. The *Empress of Japan*  
brought back to the Colony Messrs. D. E.  
Brown, A. Babington, Mr. and Mrs. Dunbar,  
Mr. and Mrs. Hagen and three children and  
Mr. van Nierop. Every mail steamer from the  
north now brings some few of those lucky folk  
who are able to find the time and money for a  
summer holiday.BABY INCUBATORS are rapidly coming  
into favour in the United States. Twelve,  
each containing an infant, are now on view at  
the Buffalo Exhibition. It is said that whereas  
the death rate among prematurely born infants  
was formerly 75 per cent, it has now been  
reduced by the use of the incubator to 15 per  
cent. We wonder when a baby incubator will  
be established in Hongkong.THE ATMOSPHERE at the Police Court  
was rich this morning. At least 250 mortals  
were gathered together, ranging from Mr. Haze-  
land downwards to the so-called baby. It is  
possible to conceive cramped up in a small  
space, without a breath of air moving, one can-  
not blame the poor wretches in all the stages  
of poverty, filth and wretchedness, stinking  
like a concentrated assafoetida factory.THE HORRIBLE, ghastly dreadful stabbing  
affray which at one time threatened to assume  
the proportions of an engagement in South  
Africa, turns out to be more or less a storm in  
a tea cup. A man reports himself stabbed.  
As usual, *Cherchez la femme*. She is found  
punctured also her dying depositions are taken,  
and she is getting on very nicely, thank you.  
No doubt there will be an enquiry but whether  
there comes forward a prosecutor is another  
matter.ACCORDING to a writer in the New York  
Sun the cucumber is the hardest worked  
member of the vegetable kingdom. At least it  
is if we may judge by the variety of its uses.  
From America to Asia Minor it appears as an  
article of food on dinner tables and supper  
tables, all over the civilized world. But that  
does not exhaust its possibilities by any means.  
In Egypt it is made to yield a pleasant, cooling  
drink by ingenious treatment. A hole is cut  
in the cucumber, the pulp is broken and stirred  
with a stick and the hole closed with wax. The  
cucumber, still fastened to its stem, is lowered  
into a pit. After a few days the juice ferments,  
and the Egyptian drawing it off has a liquor  
exactly suited to his taste.WE ARE SO accustomed to find the United  
Kingdom occupying the best place in the list  
of casualties at sea, that the position which it  
occupies in Lloyd's List for the fourth quarter  
of 1900 will occasion regretful surprise. The  
United Kingdom is still far from the worst in  
the list, but it has lost its topmost position  
which it has so often held before. While Great  
Britain lost 0.55 per cent of its vessels and 0.47  
per cent of its tonnage, Austro-Hungary lost  
only 0.37 per cent of its vessels and 0.14 per  
cent of its tonnage; and Denmark and  
Germany all have a smaller proportion of loss  
than the United Kingdom. It is not that the  
security of British ships has declined, but that  
the other countries have improved their average  
of safety.COTTAM & Co. for the K. WALKING and  
SHOOTING HOOFS.COTTAM & Co. for ANDERSON'S RAIN  
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COATS and HOLLDAIS.THE FRENCH YUNNAN MISSION, under  
M. Francois, the Consul-General, is said to be  
delighted with the reception which it met on  
its arrival at the capital of the province. M.  
Francois, who had gone before the rest of the  
mission, is satisfied with the Chinese authori-  
ties' welcome.THE FOLLOWING, from a home Service  
paper, may interest somebody out here in the  
degenerate East:—  
Wanted a Gentleman fond of sport to join  
Medical man in carrying on an Incubator Home.  
Suit a retired Naval or Military man with about  
£1,000 capital.SINGAPORE BAKERIES seem to be dirty,  
for a movement has been made by the sanitary  
officers with a view to ensuring cleanliness on  
bakery premises. This was seemingly needed,  
says the *Straits Times*, since it has been found  
necessary to summon the proprietors of two  
bakeries under European management, for  
having filthy premises.THE *habeas corpus* action, against The Hon.  
F. H. May, Captain Superintendent of police  
was decided this morning by the Hon. J. I.  
Seacombe Smith (Acting puisne Judge). Judge-  
ment was given with costs for the defendant—  
Mr. Sharpe made application that the judge-  
ment should not carry costs. The argument  
will be heard in Chambers next week.A MUSICAL EVENING was held at the  
Singapore Sailors' Home on 4th instant as a  
welcome to the men of H.M.S. *Albion*. An  
enjoyable programme was given and was  
greatly appreciated. Amongst those who  
kindly took part in the entertainment were Mr.  
Revel, Lieut. May, R.A., Miss Werry, Mr.  
Brown, Mrs. Salzmann, Mr. Keiller, Mrs.  
Simons, Miss R. Ezra, and Mr. Rene Eber.THE IMPERIAL SERVICE troops which  
went to China have, as stated some time ago,  
been allowed to retain the 303 rifles and car-  
bines with which they were equipped on leav-  
ing India. With a view to emphasising the  
necessity for the safe custody of these arms,  
Rs. 500 has been fixed as the price to be paid  
when a rifle or carbine is lost. In the case of  
the Webley pistol the price will be Rs. 100.ANOTHER FOOLHARDY though successful  
attempt to cross the Niagara Rapids is reported  
to have been made by Mr. C. D. Graham, who  
has on four previous occasions made a success-  
ful passage. He was, as on previous occasions,  
enclosed in a barrel, and was fished out near  
the whirlpool. He was then found to be  
partially suffocated, but the attention of his  
assistants soon resuscitated him. Thousands of  
persons are reported to have witnessed the  
exploit.A FILIPINO MARRIAGE took place at  
Singapore on the 4th instant, Marciano Rivera,  
a leading Filipino, and a member of the mission  
which went to the United States under Senor  
Agoncillo at the beginning of the war, being  
married to Dionicia Perez in the Cathedral of  
the "Good Shepherd." The bride, who was  
given away by Crisanto Lithanco, was attired  
in the finest costume. After the ceremony  
the Filipino colony present adjourned to the  
bride's house, in Wilkie Road, for breakfast.  
Mr. Rivera is well known in Hongkong.THE CORRESPONDENT of the *Journal*  
at Toulon relates an incident of the French  
naval manoeuvres which though amusing,  
throws a curious light on some light on some  
of the possibilities of wireless telegraphy in  
naval tactics. The cruiser *Bouvier*, while off  
Gibraltar, experimenting with its wireless tele-  
graphic apparatus, got into communication  
with another ship, and several messages were  
exchanged. Not until this had gone on for  
some little time did the French captain dis-  
cover that he was a corresponding with a Bri-  
tish cruiser.



## THE NOTED CRISP CASE.

Before Mr. Kemp this afternoon the re-hearing of the case P. T. Crisp, Government Inspector of Buildings, versus Woo Kee, contractor, for contravention of the Building Act was heard. Mr. Grist appeared for the defendant. Without discussion, Mr. Kemp decided on a point of law, as to a contractor's liability and held that a contractor who had not signed a notice of intention to carry out alterations was not liable.

The summons was dismissed and the fine \$200 refunded.

## AT THE MAGISTRACY.

## STEALING.

Chau Yung dropped in for three weeks' hard labour for stealing a pair of brown trousers from a Chinese shopman.

## OPIMUM.

Pun Man Hing paid \$100 fine for being in illegal possession of 40 taels of prepared opium and 35 taels of dross.

## GAMBLING.

L. S. J. Quinn took a hand in the gambling raids and brought up 22 Chinese. The first and second defendants were fined \$25 each and the rest \$2 each.

## DISORDERLY CONDUCT.

Li Hun a rest-urant keeper, charged Harry Greyer and another with creating a disturbance in his place of business. Both defendants pleaded guilty and were fined \$3 each.

## THINGS CHINESE.

Lo Cheung was charged with pledging his wife for the purpose of prostitution, and the second defendant, Lam Kwan, with receiving the woman for the purpose of prostitution.

Both defendants pleaded guilty and the 1st was sentenced to 3 months' hard labour. The second defendant, represented by Mr. Reece, was sent to gaol for one month.

## STEALING.

Lam Sing was charged by Wallace Shane, 2nd. officer of s.s. *Szechuan*, with stealing one iron windlass chain compressor.

Chun Wai Ching said he was a carpenter on board the s.s. *Szechuan*; he saw the defendant and two other men come out of the hold with the compressor and take it in a small boat. He told the defendant to bring it out. He brought it out and was arrested. Defendant was sentenced to three weeks' hard labour.

## STIFF SENTENCE.

Chian Kam was sentenced to one year's imprisonment for disobeying an order of banishment.

## STEALING A WATCH.

Mr. S. E. Sykes lost his watch, and the defendant Li Kwai was arrested by Sgt. Ken, after a prolonged search, for stealing the same. He was sentenced to one month's hard labour, and the watch, which had been pawned, was ordered to be restored to the owner.

## UNLAWFULLY ENTERING.

Wong Ping Man went to gaol for six weeks for unlawfully entering the house of Li Tai.

## CANTON NOTES.

## DYNAMITE.

(From Our Own Correspondent.)

CANTON, September 10th. There is unusual activity shown by the officials in the city. A rumour has reached them that a large quantity of dynamite has been smuggled into the city. For several nights bands of soldiers led by officers of high rank have been parading the streets and searching houses. So far no dynamite has been found nor have any arrests been made. That the officials believe the report to be true is seen from the fact that the officers of these search parties are not the men usually found at the head of twenty soldiers, but officers who are employed on important occasions. It is said that the dynamite reached Canton overland from Shui Tung or Kwong Chau Wan.

## THE MILITARY EXAMINATIONS.

The abolition of the military examinations has caused a good deal of feeling among the candidates for these examinations. A company of students numbering about two hundred, with their teachers, called upon the Viceroy and laid before him the hardships such an order would entail upon them. They had spent years in preparing for the examination. There was nothing else they could turn to to make a living. The Viceroy replied that this matter belonged to the Governor of Canton and he could not help them. However, he was willing to unite with the Governor in sending a telegram to the Emperor asking for further information regarding the change. The telegram has been sent but no reply has been received. And now the officials are connecting the presence of the dynamite with the dissatisfaction among the students for military honours. They think the students have the dynamite ready to enforce their demands for a continuance of the old order of things. There are rumours abroad in the city and it is evident that the officials attach considerable importance to them.

## EXECUTIONS.

Sunday afternoon seven men were strangled at the steamer wharf. These men, with one exception, were river pirates and robbers. The exception was a man who had a mob in the destruction of property during the troubles of last year. The man is from San Ning. After causing the destruction of several shops he fled to Macao and then to Hongkong. Here he was arrested and handed over to the Canton officials. His guilt was fully established and now he has been executed. This is the only man, so far as I know, who has suffered death for the destruction of property and other trouble caused last year, that is, so far as Protestant missions are concerned.

COTTAM & CO. for RIDING WHIPS and LEATHER TUPPER LEGGINGS.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## BUILDING HOUSES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." "SIR,—Happening to be at the police Court this afternoon I heard the result of the re-hearing of the building case. That one adjoining the C. Chreane Street collapse—whereby Mr. Crisp was prosecutor. I can assure you I was very pleased to hear that the summons was dismissed and the poor hard working Contractor was going to get his money back. For this reason, I am just starting to build a house for myself in Kowloon I am going to let it when built. I went to a European firm of architects to get out plans and specifications, the work to be done under their personal supervision. The estimated cost frightened me and I was on the horns of a dilemma as to what to do. On hearing the result of the case before mentioned I smiled, and went away quite light hearted. I intend to cancel, at once, my arrangement with the architects and am going to superintend the work myself. Its no use talking to me now of so many hundreds of thousands of good bricks costing so much. I know where I can go and get broken bats and pieces by the cargo boat full and, you bet, I am going to buy them. Then again, what is all this trouble and expense that I was going to be put to about the mortar containing so much lime? What is the matter with mud? I can get plenty of that cheap and I see other people use it and it passes inspection. Another thing the timbers. I find the P. W. D. can't find me to any particular size or quality so I am off to buy an old masted and use the wood and bamboos out of it. In fact that sudden burst of activity on behalf of the P. W. D. quickly passed and I no doubt can do as has been done before and as is going on now.

Yours, &c.,

BAWBBEE.

Hongkong, September 11th, 1901.

## H. M. S. "ALBION" ARRIVES.

## ANOTHER BATTLE-SHIP FOR THE CHINA STATION.

His Majesty's battleship *Albion*, Capt. W. W. Hewett, arrived here from her home this morning and exchanged the customary salutes. She is a sister ship to the *Glory* and *Goliath*, now on this station.

The *Albion*, having been launched at Blackwall on June 21, 1898, when a deplorable accident resulted in many of the spectators being drowned, was delivered by the contractors during last year, and began her trials on March 14, 1901, with the following results:—The vessel left the Nile and a course was steered down the English Channel to the Start Point. The machinery and boilers worked smoothly during the whole of the trial, there being no incident of any kind. The boilers provided a continuous and sufficient supply of steam under natural draught conditions, no fans, air-blowers, or other means being used for the purpose of assisting combustion. The actual mean results of the thirty hours' steaming were ascertained at the end of the trial to be 10.809 I. H. P., the speed of the vessel being over 16 knots. The engines are of the usual vertical triple expansion type, steam being supplied by twenty Belleville boilers, arranged in three stokeholds. The results of the eight-hours' full power trial carried out on March 28 were also satisfactory, the power obtained being 13,805, and the speed more than 17 knots.

This first-class battleship has a displacement of 12,950 tons and was built at Blackwall at a cost of £802,910. Her principal dimensions are length, 390 ft.; beam, 74 ft.; and draught, 26 ft. Her engines constructed by Messrs. Maudslay & Co. Ltd., are of 13,500 indicated horse power, giving her a maximum speed of 18.25 knots. She is armed with four 12-in twelve 6-in, quick-firing guns and 18 smaller quick-firers. She has accommodation for 700 men, and the following officers were appointed to H.M.S. *Albion* when she commissioned at Chatham on June 25th:—

Captain—W. W. Hewett.  
Commanders—R. Nugent, H. W. James.  
Lieutenants—V. B. Molino, A. de K. L. May, J. Man, W. B. Drury, H. J. Tweedie, H. L. Boyle.  
Major R.M.A.—J. R. Goddard.  
Lieut. R.M.A.—P. R. Heycock.  
Lieut. R.M.—H. V. Salkeld.  
Chaplain and Nav. Instr.—Rev. R. C. Harper.  
Staff Surgeon—A. S. Nance.  
Staff Paym.—A. J. Brown.  
Fleet Engineer—H. J. Rampling.  
Sub. Lieut.—H. Greenwood.  
Surgeon—J. H. Raymond M.A.  
Assist. Paym.—E. W. S. Pellowe.  
Engineers—A. S. V. Sallier, A. E. Drought.  
Assist. Engineers—J. J. Kirwin, C. Main, T. E. Hughes, A. E. E. Rayner.  
Gunner—J. Curtis, E. J. Cole.  
Boatswains—T. Tilles, S. C. T. Brown.  
Carpenter—A. R. Anderson.  
Midshipman—R. Crossbie-Hill, C. W. Craven, R. Wigglesworth, W. S. Hargrave, E. F. Tisdall, H. M. Garrett, Hon. E. R. Drummond, T. G. Carter, N. St. J. S. Nicoll-Carne, W. H. Parry Okeken.  
Clerk—H. M. Boxer.  
Assist. Clerk—G. A. Cooke.

## COLOUR OF POSTAGE STAMPS.

In the House of Commons Mr. Henniker Heaton asked whether the Postmaster-General had inspected the red colour penny stamps of the various Colonies of the British Empire; and when a definite reply would be given to the petition of 200 members of the House of Commons for the abolition of the present penny stamp, and the introduction of a royal scarlet or red colour penny stamp in England. Mr. A. Chamberlain replied that the colour of the new stamps was still under consideration, and it was not likely that a decision would be arrived at immediately.

COTTAM & CO. for SNOWS and BUCKINGHAM and HECHTS BOOTS and SHOES.

## THE PLAQUE.

Number of cases reported up till noon of the 10th September, 1901: Chinese.....1,553 Other Asiatics 53 Europeans.....30  
Number of cases reported during the past 24 hours: Chinese.....0 Other Asiatics 0 Europeans.....0  
Total number of cases reported to date 1,636  
Number of deaths reported up till noon of the 10th September, 1901: Chinese.....1519 Other Asiatics 35 Europeans.....11  
Number of deaths reported during the past 24 hours: Chinese.....9 Other Asiatics 0 Europeans.....0  
Total number of deaths recorded to date 1,563  
Since noon on Saturday last the cases and deaths are:—  
Cases Chinese.....8 Other Asiatics 0 European.....0  
Total.....8  
Deaths Chinese.....8 Other Asiatics 0 Europeans.....0  
Total.....8  
The plague returns for last week were:—  
Cases.....6  
Deaths.....6

## EXTRAORDINARY MURDER IN FRANCE.

PARIS, August 6th.

Jeanne Duchez was a French peasant woman living in a tiny cottage near Limoges with the husband to whom 15 years ago her parents married her, a mere 16-year-old girl. Duchez was a good enough sort of fellow, but his wife hated him, and even when the little boy was born, her hatred only grew more bitter.

Then came the day when she met Francis Coudert, and fell in love with him. Little enough did Duchez suspect what was going on, but the mere fact of his existence was hateful to the lovers. One day at the beginning of last winter, as they sat holding each other's hands, they decided that Duchez must die.

With that determination begins a series of the most cruel cold-blooded attempts to get rid of the husband. Twice the wife put poison—arsenic acid and strychnine—in his food, and violent sickness saved his life. At last the lovers thought that if they strangled their victim they might so arrange his body as to make it appear that he had hanged himself. They bored a hole in the ceiling of the bedroom, and Coudert lay in wait upon the rafters, and when Duchez was asleep let down a noose which Jeanne put round her husband's neck. Somehow Duchez freed himself, and somehow his wife persuaded him that it was all a nightmare. So a second time the lovers prepared their horrid plan. Between them they flung Duchez to the ground, and after half an hour's dreadful struggles strangled him. They hung his body to a hook in the wall, and told the police a tale of suicide.

That is the story of the Limoges murder trial, for suspicion fell on the lovers, and they were arrested. There was plenty of evidence, and 600 villagers signed a petition praying for their conviction. They were found guilty, but the death sentence was rejected in favour of hard labour for life. For the jury decided that there were extenuating circumstances.—*Morning Leader* Cor.

## F. M. S. TIN.

The financial report on the Federated Malay States for 1900 has been published. It shows that 643,985 piculs of tin and tin ore were exported in the year 1899. The export for 1900 rose to 713,059 piculs, which yielded a revenue of a little over seven millions of dollars. In all the States the revenue derived from this source reached figures which had never before been attained in the history of these States. In Perak the quantity exported was greater than in any year since 1896. It is pointed out that while the Pahang export increased by nearly 17 per cent. over the figures of 1899 the revenue rose by nearly 30 per cent., the disproportionate increase being caused by a great increase in the tin won by ordinary miners who pay a duty of 10 per cent. to Government, and a decrease in the tin won by the Pahang Corporation which pays only 8 per cent. to Government.

## FLOUR FROM THE SEED OF THE BAMBOO.

A short article in the *Tropical Agriculturist* for June gives a very interesting particulars on the use of the seed of the Bamboo (*Dindra calamus*), as a food in certain parts of India, from which it appears that even in a time of exceeding drought, the Bamboo plant seeds, and in most cases yields sufficient seed to make the labour of collecting it profitable.

When the seeds are ripe they readily fall off on shaking the plant, and are collected on cloths, the seeds are then beaten to remove the husks and empty pericarps, then slightly damped and twice ground the result being a fine flour; this is either first mixed with rice or "Jowari," or eaten alone after being cooked into flat cakes known locally as "chapatis." This flour is considered nutritious, but the percentage of proteins has not been ascertained.

About 6 lb. of flour is obtained from 3 lb. of seeds, and that yields about 30 of the flat cakes, previously mentioned, which are reckoned sufficient for one man for six days. A great quantity of the flour is now prepared annually, and undoubtedly it tends to ameliorate the effect of scarcity of other foods.

COTTAM & CO. for the LATEST SHAPES IN HATS.

## Insurances.

## "Strongest in the World." ONE DAY TOO LATE.

In the life of almost every man there comes a day when it is impossible for him to buy life assurance at any price. 10-day you may be able to pass a satisfactory examination. To-morrow the company might decline your application. Yet hundreds—yes, thousands of men say: "To-morrow, To-morrow"—And hundreds of widows and orphans to fight the battle of life alone, as a result. Can you afford to run the risk? The Equitable Life Assurance Company. F. KIENE, Manager, Hongkong.

Hongkong, 7th September, 1901. [989c]

## "L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 4th July, 1901. [712c]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

Hongkong, 28th May 1901. [140c]

## To be Let.

## TO LET.

NO. 1, STEWART TERRACE.—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [709c]

## TO LET.

GODOWN—No. 5A, DUDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

## TO LET.

A HOUSE in RYON TERRACE. Apply to "THE RETREAT," MOUNT KELLET. THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [1209c]

## TO LET.

NO. 3, ORMSBY TERRACE—KOWLOON. Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 17th July, 1901. [761c]

## TO LET.

POSSESSION from September, "THE CASTLE" on CASTLE ROAD. Apply to No. 5, SEYMOUR TERRACE. Hongkong, 29th August, 1901. [940c]

## TO LET.

GODOWN—PRAYA, KENNEDY TOWN. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th September, 1901. [971c]

## TO LET.

NOS. 1 to 3, WILD DELL, WANCHAI ROAD. Apply to SANG KEE, 298, Des Vaux Road Central. Hongkong, 5th September, 1901. [976c]

## For Sale.

## FOR SALE.

RURAL BUILDING LOT No. 1, situated upon MOUNT GOUGH, THE PEAK, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole lot or to sell the houses separately, subject to the existing tenancies, any portion of the purchase money can remain on Mortgage at 8% per annum. For detailed Particulars, apply to DENNIS & BOWLEY, Solicitors, SUPREME COURT HOUSE, Hongkong, 24th August, 1901. [910c]

## A SPECIAL SALE.

WILL BE HELD AT THE ITALIAN CONVENT, on behalf of the poor Orphans from the 23rd instant, at 2 P.M., to the 28th, of Ladies' and children's underclothing and other useful and embroidered articles suitable for birthday presents &c. The prices will be marked on every article. The Superintress hopes to receive and merit a large share of public patronage.

ITALIAN CONVENT, 23, Caine Road. Hongkong, 6th September, 1901.

## FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply "STEAM," C/o The Hongkong Telegraph. Hongkong, 10th August, 1901.

## FOR SALE, CHEAP.

A COTTAGE PIANO by BORN, of Paris, Thirty years old, in excellent condition. For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901. [168c]

## Intimations.

**WILLIAM POWELL, LIMITED.**  
TWO DAYS, GREAT SALE  
ON  
WEDNESDAY, 11th September,  
AND  
THURSDAY, 12th September.  
ALL SALE GOODS WILL BE OFFERED  
AT  
HALF PRICE! HALF PRICE!!  
REMNANTS, ODDMENTS,  
&c., &c., &c.  
MUST BE CLEARED.

R. G. HECKFORD, Manager.

## KRUSE &amp; CO., CONNAUGHT HOUSE, HONGKONG.

## CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

## COLUMBIA BICYCLES.

SOLE AGENTS FOR  
Welsbach Incandescent Gasburners.  
Hongkong, 2nd September, 1901. [955c]

## W. BREWER &amp; Co.

## RECENT POPULAR NOVELS BY LEADING AUTHORS.

PING PONG. Ex. s.s. "CANTON." All our Registered Orders are now executed. ANY FURTHER ORDERS will be delivered in rotation after the present stock is exhausted. SISTER TERESA, by George Moore.....1/6 CINDERELLA, by Crockett.....1/6 DINAH KELLOW, by Hare.....1/6 THE WHIRLIGIG, by Lindsay.....1/6 EDWARD BLAKE, by Sheldon.....1/6 A TILLYLOSS SCANDAL, by J. M. Barrie.....50c MR. BARNES OF NEW YORK, by Gunter.....60c ELEANOR, by Mrs. Humphreys Ward.....689c

Hongkong, 10th September, 1901.

## NEW IPATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne, Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

## LEOPOLD SPATZ &amp; CO.

Hongkong, 29th July, 1901. [935c]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHCEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [31]

## NEW VICTORIA HOTEL.

ROTISSERIE. Made a la Carte. CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Menu at Moderate Rates. Madar & Farmer, Proprietors. Hongkong, 2nd September 1901. [958c]

## F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c. Sole Agents for FERGUSON'S SPECIAL CREAM WHISKY, &c. P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK. REASONABLE PRICES. Hongkong, 14th May, 1901. [147c]

## DROZ &amp; Co., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1844, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERNE, &c.

REPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1901. [1506c]

## NEW GOODS.

PLENTY IN HAND.

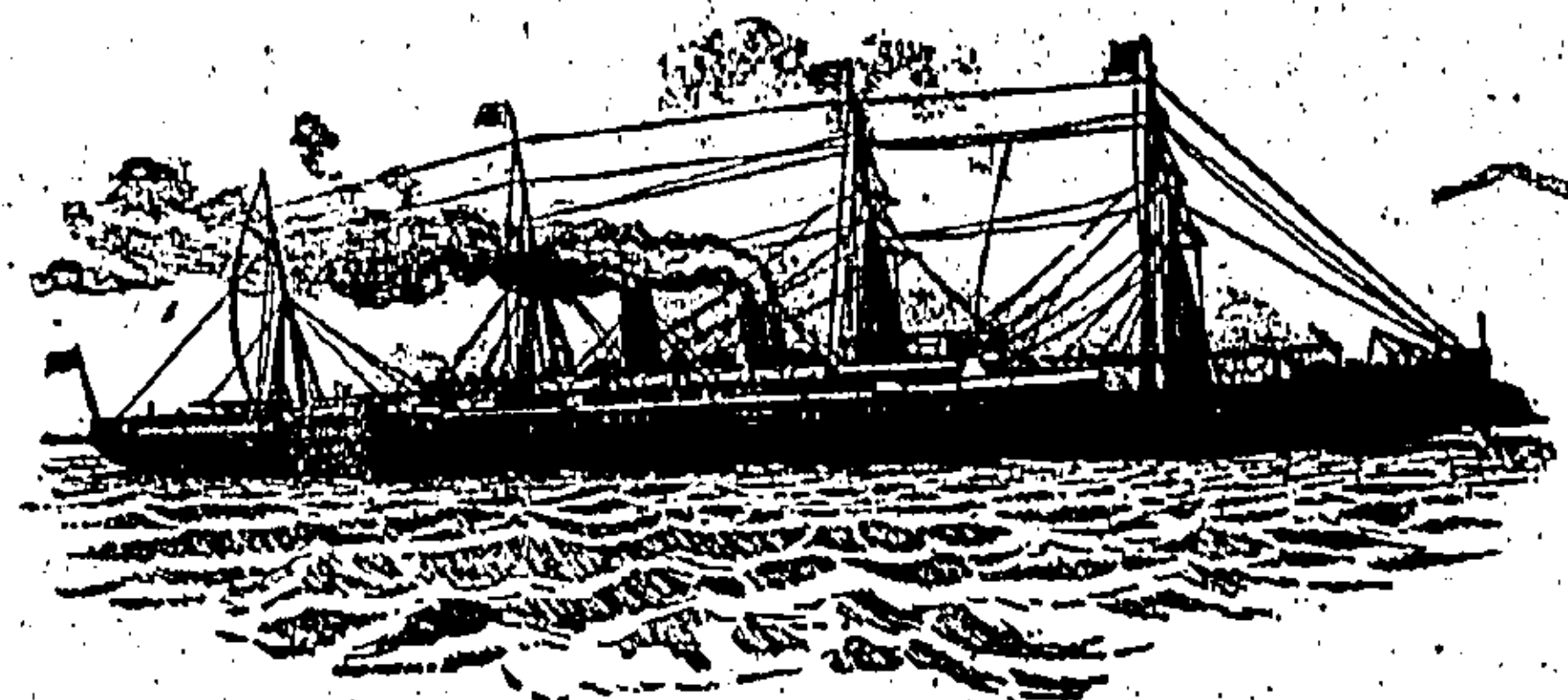
JUST UNPACKED. BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds. Finest WESTPHALIAN HAMS. H. RUTTON, 5, D'Aguiar Street, and 29 & 31, Elgin Road, Kowloon. Hongkong, 14th July, 1901. [147c]

JAPANESE CURIOS.



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GABRIEL"	WEDNESDAY, 26th October, at Noon.
"OHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through-Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

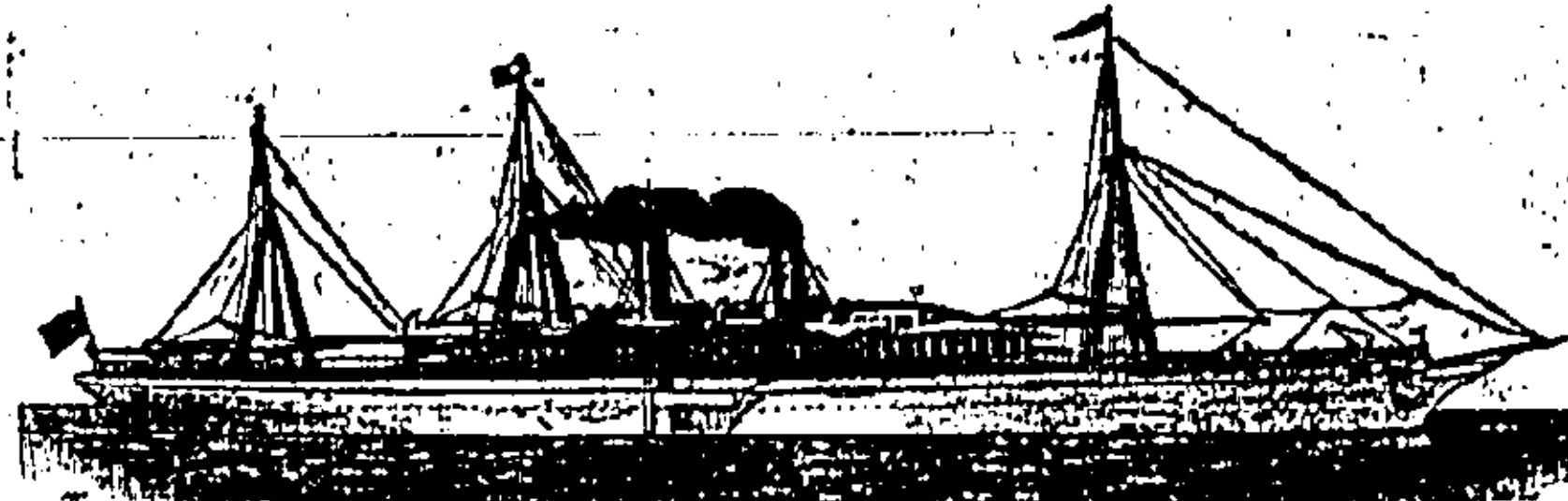
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 10th September, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Bybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston, with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Gold for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 28th August, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

## OBTASLISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)  
PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ARAGONIA	NEW YORK	15th Sept. Freight.
ANDALUSIA	VIA SUEZ CANAL. HAVRE AND HAMBURG.	21st Sept. Freight.
ARABIA	(Calling at SINGAPORE and PENANG.) HAVRE AND HAMBURG.	5th October. Freight.
KOENIGSBERG	(Calling at SINGAPORE and COLOMBO.) HAVRE AND HAMBURG.	19th Oct. Freight and Passengers.
BAMBERG	(Calling at SINGAPORE and COLOMBO.) HAVRE AND HAMBURG.	2nd Nov. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 30th August, 1901.

## Intimations.

## 40 Years Experience

Is represented in the Continuous Installment Policies of the Equitable. A guaranteed. INCOME FOR LIFE even if you live as long as Methuselah. The ideal Assurance. Particulars for the asking. The Equitable Life. "Strongest in the World."

F. KIENE, Manager, Hongkong.

Hongkong, 10th September, 1901. [955c]

## GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED. (IN LIQUIDATION).

NOTICE is hereby given that a FIRST and FINAL DIVIDEND of 24 cents per Preference Share will be PAID. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

M. BENNECKE, Liquidator.

Hongkong, 23rd August, 1901. [907c]

## WANTED.

A CHINESE or PORTUGUESE at once, as an ASSISTANT BOOKKEEPER. Salary \$35 to \$40. Apply personally to—

H. RUTTONJEE.

Hongkong, 6th September, 1901. [880c]

## WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to

THE MANAGER, CRAIGIEBURN HOTEL.

Hongkong, 8th August, 1901. [852c]

## IMPERIAL BANK OF CHINA.

## WANTED.

AN EXPERIENCED MAN of business to Act as COMPRADORE from next China New Year. Full Particulars can be obtained on application to the Undersigned.

E. W. RUTTER, Manager.

Hongkong, 30th July, 1901. [812c]

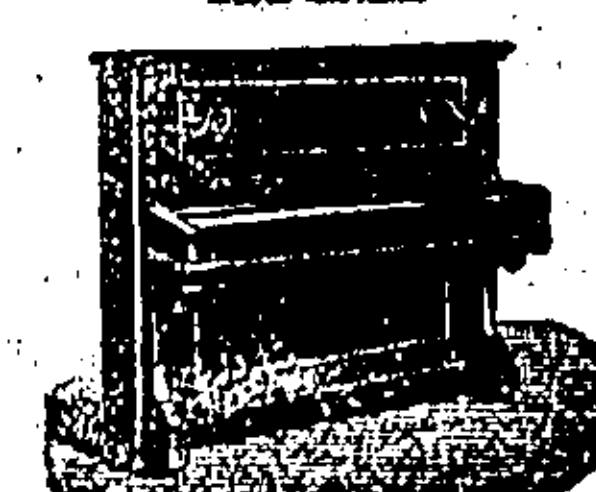
## JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS. Apply to

G. GIRAULT.

Hongkong, 20th August, 1901. [667c]

## THE ROBINSON PIANO CO., LIMITED.



## BEST VALUE IN PIANOS.

## MONTHLY PAYMENT SYSTEM.

Hongkong, 19th August, 1901. [571c]

## BRITISH NORTH BORNEO.

TENDERS are invited for the General Farms for a period of three years commencing from the 1st January, 1902, as herein below described.

OPIMUM. The sole right to import, manufacture and sell raw Opium, Chandu and Opium Dross in British North Borneo and Labuan. SPIRITS. The sole right to license the manufacture and sale of such Wines and Spirits as are usually consumed by Chinese and other Asiatics, and the right to issue licenses to sell Wines, Beer and Spirits under Notification dated 1st February, 1893.

PAWN-BROKING. The sole right to keep and license others to keep Pawn-broking Establishments.

GAMBLING. The sole right to keep and to license the keeping of Gambling Houses.

(1) These tenders must be submitted under sealed cover to reach Sandakan by noon on the 1st day of October, 1901, and must be addressed to the Secretary to the Governor. The word "Revenue Farms" must be written on the outside of the envelope.

(2) The Laws and Regulations governing these Farms can be seen on application at the Office of Messrs. Guthrie and Co., Singapore, or Messrs. Gibb, Livingston and Co., Hongkong, of the Malay Mail at Kuala Lumpur, and of the Treasurer-General at Sandakan.

(3) The Opium Regulations are similar to those in the Straits Settlements.

(4) The Gambling Regulations are similar to those in the Straits Settlements.

(5) These Tenders are invited for the whole Territory, but any tenderer may submit a separate tender for any of these Farms or for any portion of the State of British North Borneo.

(6) Every tender must state the nature of the Security to be offered, which must be partly in cash, to be deposited in an approved Bank, and partly in land and house property.

(7) The Government does not bind itself to accept the highest or any tender.

## LABUAN.

The Colony of Labuan will be included in the British North Borneo Farms for Opium, Spirits and Pawn-broking.

Sandakan, 8th July, 1901. [614c]

## OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, August 9th.

## CHINA.

The final debate relative to China affairs, likely to take during the present session, was chiefly valuable as an example of the art of clothing a fatuous policy of waiting on circumstances, in the language of knowledge, determination, and skilful diplomacy. Lord Lansdowne's address, it must be conceded, both read well and sounded in the main satisfactory, but the analysis it has since undergone at the hands of the Press enable the general public to realize now, only less than China-folk at home realized immediately, that in fact we have lost ground politically and commercially by the negotiations, exchanges, and concessions euphemistically called "Agreements" of the last few months. Of the Anglo-German Agreement, the distinguishing feature appears to be a foundational difference of opinion between the two contracting parties as to the terms of their covenant. Thus Count Bülow in the Reichstag, stated on March 15 last, "The Anglo-German Agreement has no reference to Manchuria." In the preliminary negotiations the Government of His Imperial Majesty left no room for any doubt that they did not take it as applying to Manchuria. On August 6th in the House of Lords the Prime Minister indignantly repudiated all knowledge of any grounds upon which the assumption could be based, that Manchuria was excluded from the scope of the Agreement, while Lord Lansdowne going a step further asserted, "The Anglo-German Convention undoubtedly extended to Manchuria, which is a part of the Chinese Empire."

Obviously, a diplomatic meaning attached to the word "Agreement" other than that which obtains in less exalted circles, and the ordinary Englishman, so far as he takes an intelligent interest in Chinese affairs at all, appears to be searching after this definition. With regard to the Yangtze Valley concession Lord Lansdowne admitted, that we had not obtained any *quid pro quo* for the privileges which Germany had secured in Shantung, to which statement he appended the puerile explanation that it was impossible to demand for a province of 60,000 square miles, advantages which could reasonably be conceded over an area of only 60,000 square miles. It may therefore be taken that the Foreign Secretary now concurs—though without regret—with the general opinion expressed at the time when the convention was first made public, that Germany had all the best of the bargain.

## THE CHINA LEAGUE.

The protest of the China League against Lord Lansdowne's other little gift of £700,000 per annum to the Chinese Government, of which you have received, cabled intelligence, is not unfortunately, likely to have any effect. The Foreign Secretary believes that the "facilitation of the river approaches of the Peiho and the Yangtze" is a quite satisfactory return for this trifling yearly demand on the pocket of British traders, and that being his view, and further, Parliamentary pressure impossible, owing to the approaching prorogation, there appears to be no further action open to the League.

## SENSE.

A timely letter appeared in the *Times* of yesterday calling attention to the speech of Mr. Consul-General Ikenon of Shanghai, of which very little had previously been heard in London, on the subject of Sir Robert Hart's extraordinary review article, recommending the abolition of extra-territoriality in China. Seeing that opinions of the Maritime Customs Chief are received, in England, as almost infallible, by the great body of ill-informed people, it is really very necessary that other experts competent to voice the general sentiment of the English Colony in China, should gain the public ear at home.

## THE LEGATION FLAG.

The loan by the King of the flag which flew over the British Legation throughout the siege of Peking, and which was presented by Sir Claude Macdonald to the late Queen, has considerably augmented the attendance at the Chinese Exhibition in Whitechapel. It is stated that since the advent of that historic emblem the number of visitors has averaged 6,500 daily, notwithstanding that London is said to be "quite empty."

## INDIA.

The improved financial condition revealed in the Indian Blue-Book issued by Lord George Hamilton a few days ago, taken in conjunction with good progress reported in higher education, and the new enterprise in developing the steel industry, points conclusively to an amelioration of those distressful conditions which have overshadowed the country for some years. Mr. Jules Bola returning from a prolonged tour speaks most encouragingly of the British outlook in India and warns his countrymen that discontent among the natives exists only in the imagination of those to whom the wish is father to the thought. He questioned men of all ranks in every part of India and everywhere received the reply:—

"We would never accept the yoke of Russia, but are perfectly satisfied with English rule."

The Hospital and medical school for native women students, for which appeal is now being made, has proved a great success, there have been a large number of entrants, who for the most part have shown a remarkable aptitude for the assimilation of the science and practice of medicine. A regular supply of female doctors, properly qualified for their work, will be a priceless boon to the women of India, many of whom are now of course entirely debarr'd from medical aid by reason of the social law which forbids them to see a man. If funds can be raised for certain improvements in the

G. GIRAULT for the best and GREAT ASSORTMENT OF CONFECTIONERY.

to be effected in the teaching staff, the Hospital School is to be affiliated to the University of Lahore and will thus be brought into more prominent notice. Queen Alexandra is said to be greatly interested in the movement, of which Lady Curzon is also an active supporter.

## STEEL AND IRON.

The ambition of India to come to the front in steel and iron is of quite recent date, in fact outside trade circles nothing was known of the possibilities which the country affords until a few weeks ago. Now, however, experts declare that fine grade iron ores exist on a large part of Chota Nagpore, with abundant limestone,—so important a factor in the production of steel—in close proximity. Mineral rights have been acquired over about 300 square miles, and engineers are now in Europe purchasing the necessary plant. The works, which will be built close to the railway, are to be in direct communication with every port of India, and it is anticipated will be in full swing by January 1903. Labour is so cheap and so plentiful that the promoters hope to be able to put Bessemer steel rails on the market at £3, and pig iron at £1, at which rate no other country can compete for the European and Asiatic trade.

It is to be hoped that the progress of this new industry may in time compensate India for the injury inflicted upon her export yarn trade, and her mill-industry by the consent of the British Government to an increase in the Chinese customs. The home authorities appear to have overlooked the fact that English trade with China is a small matter compared with British trade. A considerable portion of the Bombay Mill-industry is dependent on the Chinese market which also takes a large amount of yarn, and that province has been counting on a revival in Chinese trade to pull it round again after the stagnation of recent events, and consideration amounting to alarm prevailed among local merchants on receipt of news of the increased duty.

There is little doubt that the interests of neither India nor any of our far Eastern dependencies are adequately represented in the Councils of the Empire. One efficient responsible expert in London, able to make his voice immediately heard, would be of more use than a whole battalion away in the country itself; for the arguments and remonstrances of the absent are too frequently shelved till public interest has cooled, or suppressed altogether, in departmental pigeon-holes.

## THE IMPERIAL COURT OF APPEAL.

A few brief sentences by Mr. Chamberlain in the early part of the week disposed of the hope, freely expressed some months ago, of the establishment of an Imperial Court of Appeal either by the admission of Colonial Law Lords to the House of Peers, or by a reconstruction of the Privy Council. Representatives of the various Colonies have met Mr. Chamberlain in conference, but since the Colonial Office proposed no scheme for discussion, nothing was accomplished beyond an informal interchange of promiscuous opinions.

## AUSTRALIA.

Meantime Australia at least is very much more interested in events nearer home, than in the prospects of a reformed Court of Final Appeal. Mr. Barton has already moved the second reading of the Immigration Restriction Bill, of which the main principle is an education test, to which no Government could take exception. Unless, however, this test is made considerably more stringent than was at first proposed (ability to write from dictation 100 words of ordinary English) it is doubtful if the Commonwealth will find the alien at whom it specially aims the Bill, shut out from the country. The Japanese and Chinese of Melbourne, of whom I know something, could very generally read and write English moderately well.

The failure of Mr. Seddon's compulsory Arbitration Act has caused quite a stir in Australia. The New Zealand Premier has declared, according to cable communications from Wellington and Sydney, that so many persons and cases have been cited by the Conciliation Boards that the Arbitration Court is completely overworked, business paralysed, and both employers and employed weary of the system. The New Zealand Act which came into force in 1896, until I left Australia in 1898, was pronounced entirely successful. It was only at the beginning of the present year that rumours began to reach London trade circles that complications were multiplying, but it was not until this week that any information of the acute nature of the difficulty became known, and even now the cable accounts of Mr. Seddon's statement are discredited among the English labour leaders.

## TEA.

The movement in the tea trade is not after all in the least likely to result in an advance of price to the consumers, the dealers having made it known that an increase of one farthing per pound in their profit is all they ask, and this can well be afforded by the retail vendor who abstains from the pernicious custom of "giving away" rubbish with every packet of tea. It is understood the Indian planters, who have been awaiting events, are now satisfied that no success will attend the proposed restriction of the output of tea, and they are therefore doing all in their power to capture new markets, one of which, Tibet, is now mainly held by Chinese tea.

## ANARCHISTS.

It is probable that the King's cup will be competed for to-morrow, as His Majesty, who leaves England to-day, accompanied by the Queen and Princess Victoria, for the funeral of the Empress Frederic, has expressed the wish that his bereavement may not interfere with the pleasure of other people. All kinds of sensational reports of anarchist plots and anticipated outrages on the occasion of the gathering together, at Cronberg, of so many Royalties do no honour to the dead Empress.

G. GIRAULT for the best and GREAT ASSORTMENT OF CONFECTIONERY.

are life to-day. The only certain point amidst a cloud of rumour is that Cronberg Castle is surrounded by troops, armed with ball cartridge, and unusual precautions for the safety of King Edward are being observed.

## HONGKEW WHISKEY.

A hawker was charged with attempting to sell Hongkow whiskey on board H.M.S. *Arrithusa* and also with being in possession of indecent wax models, says the *China Gazette* of the 5th September.

A petty officer of the *Arrithusa* said that some men on board had been found in a state of intoxication and they had not been able to discover how the men obtained liquor. The Commander then ordered all hawkers coming on board to be searched, when a bottle of whiskey was found on the accused, which had a green label on with the legend "Finest Old Scotch Whisky, Dublin" and over this the words "Mark trade" and the British coat of arms. Witness pressed for an exemplary punishment.

The Court ordered the accused to be caned for seven days on the landing stage.

## THE WAR ON RATS AT MANILA.

The offer of the \$2 weekly reward for the largest number of rats caught and brought to the office of the Board of Health is bearing good fruit, says a recent *Manila Times*, as appears from the following results. During the week ending August 25th there were 264 rats caught and taken to the above office, and for that week the prize of \$2, mex., was carried off by Antonio Lopez, with 39 rats to his credit; and in the week ending September, and 337 rats were captured and produced, the prize winner being Jose Vargas who had 15 rats captured to his score.

For the capture of these rats the Health Department have distributed on loan over two hundred patent rat traps, and these were being eagerly sought until the stock ran out, but a further supply is expected next week, and as soon as they arrive will be distributed in like manner.

The names and addresses of all to whom these traps are loaned are kept on record, so that the Department can lay their hands on them at any time, and recall them from those who do not appear to bring in any captures, so that they may place them elsewhere to more advantage.

Amongst the gamins and street Arabs of Manila the reward of \$2 per week for the one having brought in the greatest number of rats, in addition to the cash payment of 1 cent for each rat, has provided an incentive to wage a real war of extermination on the rodents, and the office of the Board of Health and the sub-offices are daily besieged by the youngsters enquiring for the traps.

## MALVAR HARD PRESSED IN THE PHILIPPINES.

August 31.—General Malvar with Gonzalez and his entire force have fled again to the lake Taal region, as the Twentieth Infantry have chased them five days through Mount Maquilang, destroying everything before them in their rapid flight up and down the mountain trails.

Last night, says the *Manila Times*, five insurgents were captured. Two hundred and fifty enlisted men of the second battalion, Cos. E, F, G and H, Twentieth Infantry, under command of Captain Hale, who waged the fierce campaign during the past week against Malvar's forces, returned in a very war worn condition some of them with pants and shirts torn off, from having to climb two and three hundred feet over rocks and by trees and vines had over hand. Every shack found in the mountains was destroyed, as the guerrillas have been receiving their food at these places. At 3 a.m., yesterday morning the patrol from the Twentieth Infantry, comprising two men, while on sentry about a mile out on the Lipa road from here, espied about twenty-five of Malvar's band crossing to the lake and opened fire on them, killing one and capturing his rifle and three hundred rounds of ammunition. He was fleeing from the on-rush of Captain Hale's battalion. A native stated that Generals Malvar, Gonzalez and Morales were in command of the insurgents on the 27th at the Twentieth Infantry fight on Mt. Maquilang.

## THE CHINESE CONSULATE AT MANILA.

From all indications there will shortly be a general transformation in the personnel of the Chinese officials in Manila, from the consul down, says a recent *Manila Times*. The change is believed to be the result of the recent internal friction and charges and counter charges which induced Minister Wu in Washington to send over Commissioner Hsu Chao to conduct an investigation.

From very reliable authority it is stated that recently Secretary Li Kwang Heng, of the Manila Consulate, received a telegram advising him to report for official duty at San Francisco. It is understood that he will be succeeded in his office by the present secretary of the Chinese Consulate at Havana, Cuba. Lately a petition was circulated among the Chinese merchants in town, many of whom are in sympathy with and have confidence in Secretary Li, with the object of having him transfer to Havana cancelled and having him remain here. This petition with the signatures names was cable to Washington.

Among the Chinese generally it is stated that there will be radical changes all through the consular staff, beginning at the bottom and working up.

G. GIRAULT, WINE AND SPIRIT MERCHANT.







## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
ILOILO AND CEBU	"KAIKONG"	14th instant.
YOKOHAMA	"CHONGTU"	15th instant.
SHANGHAI	"WUONGTU"	16th instant.
MANILA	"SUWATANG"	16th instant.
SHANGHAI	"WUONGTU"	16th instant.
TIENSIN	"KWEIYANG"	22nd instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 6th September, 1901.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON.

"IDOMENEUS"	17th Sept., 1901.
"ATAK"	1st Oct., "
"PYRRHUS"	15th "
"CALOCHAS"	29th "
"NESTOR"	12th Nov., "
"MACHAON"	26th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ORBESTES"	15th Sept., 1901.
"ULYSSES"	15th Oct., "
"DARDANUS"	15th Nov., "

For Freight, apply to

**BUTTERFIELD & SWIRE,**  
Agents, O. S. S. Co.

Hongkong, 11th September, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

STEAM TO SHANGHAI.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

THE Company's Steamship

"CARINTHIA,"

"HAIMUN,"

Captain Marochino, will leave for the above place, TO-MORROW, the 12th September, P.M.

Captain Passmore, will be despatched for the above Ports, on FRIDAY, the 13th instant, at 10 A.M.

For Freight or Passage, apply to

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 20th August, 1901.

Hongkong, 10th September, 1901.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

"SHIRE" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA,"

"RADNORSHIRE,"

Captain Bindloss, will be despatched for the above Port, on or about the 13th instant.

Captain Bindloss, will be despatched for the above Ports, on FRIDAY, the 13th instant, at 3 P.M.

To be followed by the

For Freight or Passage, apply to

S.S. "ANAPA,"

For Further Particulars, apply to

about 15th October, 1901.

HONGKONG, 10th September, 1901.

For Freight, apply to

For Freight or Passage, apply to

SHEWAN, TOMES & Co., Agents.

HONGKONG, 10th September, 1901.

Hongkong, 3rd September, 1901.

"ARAGONIA,"

Captain Forst, will be ready to receive Cargo for the above Port on FRIDAY, the 13th instant, and will be despatched on the 15th instant, A.M.

For Further Particulars, apply to

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

HONGKONG, 7th September, 1901.

HONGKONG, 7th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 15th instant.

For Freight or Passage, apply to

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

HONGKONG, 9th September, 1901.

HONGKONG, 9th September, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO

VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the

GREAT NORTHERN RAILWAY CO'S LINES.

THE Steamship

"TEENKAI,"

Tons 4,642, Commander H. C. Harris, is due here on 24th instant and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & Co., Agents.

HONGKONG, 10th September, 1901.

HONGKONG, 10th September, 1901.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

FOR SYDNEY AND MELBOURNE.

(Taking Cargo at Freight Rates to the BRAZILS, TO SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE AND ADRIATIC PORTS).

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Company's Steamship

THE Steamship

"CHINA,"

Captain Lewa, will be despatched as above on TUESDAY, the 17th September, P.M.

For Information as to Passage and Freight, apply to

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

HONGKONG, 28th August, 1901.

HONGKONG, 28th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 18th instant.

For Freight or Passage, apply to

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

HONGKONG, 4th September, 1901.

HONGKONG, 4th September, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

THE Steamship

"GLENGLYLE,"

Captain T. Darke, will be despatched for the above Port, on the 6th September, 1901.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 12th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

HONGKONG, 11th September, 1901.

HONGKONG, 11th September, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 13th instant, at 5 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

HONGKONG, 6th September, 1901.

HONGKONG, 6th September, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Captain Mitis, will leave for the above places, on TUESDAY, the 17th September, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

HONGKONG, 28th August, 1901.

HONGKONG, 28th August, 1901.

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. American ship

"MANUEL LAGUNO,"

will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

HONGKONG, 8th July, 1901.

HONGKONG, 8th July, 1901.

"MASONIC."

PERSEVERANCE LODGE OF

HONGKONG, No. 1, 105.

A REGULAR MEETING of the above

LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 16th instant, at 8.30 for 9 p.m. precisely.

Visiting Brethren are cordially invited to attend.

HONGKONG, 7th September, 1901.

HONGKONG, 7th September, 1901.

"Intimations."

T. M. STEVENS & CO.

CARRY IN STOCK.

A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS & CO., Beaconsfield Arcade.

HONGKONG, 2nd September 1901.

HONGKONG, 2nd September 1901.

C. E. WARREN,

BUILDING CONTRACTOR,

WYNDHAM STREET (Opposite to the CLUB GERMANIA).

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AND FIXED, DRAINS, TRAPS, WASTE PIPES, &c. CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS

SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

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THOMAS BEECHAM, St. Helena, England.

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A. LING & Co., FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.) QUEEN'S ROAD CENTRAL.

FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901.

HONG SING, 8 Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks, Complete Gentlemen's Outfitting.

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MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN the House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS

are specialties.

Hongkong, 22nd September, 1901.

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901.

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officer or the Crew of the following Vessel during her stay in Hongkong Harbour:--

L. SCHEFF, "American ship, C. S. Kendall." Carlowitz & Co.

SEA WITCH, "American ship, Howes." Master.

NAVAL MANOEUVRES AT AN END.

AFTER WAR TARGET PRACTICE.

H.M.S. Camperdown, Portland, Aug. 8th.

After the chaos and clamour of war, peace is refreshing, if tame. The mighty pageant of two fleets manoeuvring for a favourable position, and then for one harassing hour fighting it out to the bitter end—this is past and gone.

The two fleets, "B" and "X," exchanged friendly greetings, and under their respective admirals steamed off to their ports of assembly.

We of "B" fleet to Portland, the "X" fleet, feeling good all over—for during the sham war everything that could go went X's way—to Torbay.

But, although the war is done with, there still remains work for the ships to do, and this work, target practice, was done on Tuesday and Wednesday by the cruisers and battleships of "B" fleet.

If one has not a nerve in his body, and has an absolute belief in the infallibility of the runners of all the ships in the fleet, it may be that he could enjoy the experience of going through a couple of days' firing aboard a man-of-war. Otherwise it is a trial of nerve strength far keener than witnessing your horse being beaten by a short head in a hard-fought race.

But if one can put away from his soul all fear, calmly take up a position on the quarter-deck of a battleship, and watch the target practice of a fleet, he will behold a spectacle not to be equalled for brilliant, if appalling, effects.

TARGET PRACTICE.

"B" Fleet arrived off Portland early on Tuesday morning, and dropped anchor in Wyemouth Bay for a time only long enough to allow the postman to go ashore for mails and the stewards to bring off a little fresh provisions.

Then in unison all weighed and steamed out to practice with the lesser guns of the ships—those from the six-inch guns downward. For the first time during the manoeuvres it blew rather strongly, but the sea that ran was not a heavy one. The wind was cool, but the day bright and favourable for firing, although at times the waves heaved high enough to obscure the little targets that valiantly snapped their tiny flags in defiance at the shouted guns.

During the morning each ship prepared a target to be blazed away at by all the other ships of the battle-squadron. This target is a queer, simple, effective thing. The foundation of the thing is a raft in the shape of two stout poles, joined together by cross-pieces. Upon this is slung between two flag-poles six or eight feet high a wire netting, as a lawn-tennis net is slung. This wire netting is about four feet high and six feet long. In and out among the meshes of the netting are worked coloured strips of cloth, to make the airy affair more distinct to the eye when it floats upon the waves.

Various colours were experimented with, but for all purposes red seemed to be the best. To the top of each upright, or flag-pole, is nailed a flag. When the ships discovered a region of the Channel that was sufficiently free from shipping, they formed up into a line, and each dropped her target into the water.

From the fighting top of the rearmost mast a stout hemp rope ran down to deck and lay in a mighty coil. One end of this rope the seamen attached to the raft-target, which they then lowered into the water, and as it floated off stern the blue-jackets paced out the rope coils until the regulation length wriggled on the waves.

Like some

STRANGE MARINE MONSTER

hooked and dragged after the ship, the target plunged and splashed a short distance astern; short when one knew that heavy projectiles were to be fired at it from ships far off, and steaming at a telling pace. The target over-

board, and all ready, every man at his gun, and every gun loaded, the flag-ship leading; the long line swung round and lunged along in a direction opposite to that hitherto held by the line. Her distance from the line was something short of a mile. As each ship reached the water in which the flag-ship turned she, too, turned, and in a short time—the flag-ship having reached the end of the original line and rejoined by turning—the ships of the reserve squadron were steaming in the shape of a huge oblong, an oblong that was continually revolving like the chain of a bicycle. Between each two ships bobbed and nodded the tiny target, splashing and pitching and slewing and swirling in the jigger of the screw and the impatient erratic waves and tide. And each ship, as it found the target of another ship abreast of her, let drive with all her guns—excepting only the barbettes guns. Dangerous! To a landsman the whole affair looks recklessly dangerous—but it is not so. There may be but only a pinch of the spice of danger in it, but only a pinch, and this, perhaps, is somewhat in the scheme's favour, making the condition of firing at least a little nearer to what firing would be in time of actual battle.

When the ships warmed to their work the scene was picturesque in the extreme. The waters



## NOT AND A

## CALENDAR.

## SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.755
Thermometer	81.0
Humidity	83.
Rainfall	13.482

## TO-DAY.

## WEATHER REPORT.

Barometer	29.91	29.84
Temperature	81	81
Humidity	74	65
Rainfall	0.09	—

## TO-DAY.

Wednesday, 11th September, 1901.

Chinese—20th of 7th moon of 27th year of Kwang-si.

Sun—Rises 5hr. 46min.

Sets 6hr. 0min.

High water—Morning 7hr. 45min.

Afternoon 3hr. 50min.

Low water—Morning 1hr. 7min.

Afternoon 2hr. 13min.

## ANNIVERSARIES.

1729—Battle of Malpauet.

1834—H. M. Ships *Imogene* and *Andromache* arrived at Whampoa and a guard of marines took possession of the British factories.

1887—German schooner *Niederhof* wrecked at Taiwan.

1900—President Kruger arrived at Delagoa Bay.

## TO-MORROW.

Thursday, 12th September, 1901.

Chinese—30th of 7th moon of 27th year of Kwang-si.

Sun—Rises 5hr. 47min.

Sets 6hr. 5min.

High water—Morning 7hr. 35min.

Afternoon 3hr. 25min.

Low water—Morning 1hr. 5min.

Afternoon 2hr. 4min.

## ANNIVERSARIES.

1819—Marshal Blucher died.

1854—Strike of Hongkong Washermen.

1887—British barque *Billy Simpson* abandoned near the Pratas Shoal.

1898—Furious hurricane in the West Indies.

## AGENDA.

## TO-MORROW.

A. L. S. N. Co.'s steamer *Carinthia* leaves for Shanghai.

10 a.m.—D. Co.'s steamer *Thales* leaves for Swatow, Amoy and Poochow.

Cargo ex *Canlon* subject to rent.

Cargo ex *Arratoon Apcar* subject to rent.

## FRIDAY, 13th.

About—Shewan Tomes' steamer *Ataka* leaves for New York via Suez Canal.

10 a.m.—D. Co.'s steamer *Hainan* leaves for Swatow, Amoy and Tamsui.

3 p.m.—"Shire" line steamer *Radnorshire* leaves for Nagasaki, Kobe and Yokohama.

5 p.m.—I. C. S. N. Co.'s steamer *Venustus* leaves for Manila.

Cargo ex *Salsuma* subject to rent.

Cargo ex *Bewenue* subject to rent.

Cargo ex *Benuehr* subject to rent.

## SATURDAY, 14th.

Noon—P. & O. Co.'s steamer *Parramatta* leaves for Bombay.

## SUNDAY, 15th.

H. A. L. Co.'s steamer *Aragonia* leaves for New York via Suez Canal.

O. S. K. Co.'s steamer *Dafin Maru* leaves for Tamsui via Swatow and Amoy.

## MONDAY, 16th.

Cargo ex *Mayne* subject to rent.

## TUESDAY, 17th.

Cargo ex *Radnorshire* subject to rent.

## WEDNESDAY, 18th.

O. S. K. Co.'s steamer *Maideru Maru* leaves for Anping, via Swatow and Amoy.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

## August 20th.

The officers of the *Catherine Apcar* (Capt. S. H. Belsom) are: Chief officer, A. Buchanan, and R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, and T. Barrie, 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.

The officers of the *Wing Sang* (Capt. H. Sellar) are: Chief officer, Mr. Bicar, and H. W. Wear, chief engineer, Mr. Smithers, and Mr. Bushby, 3rd, Mr. Moore.

## August 23rd.

Mr. Short is temporarily chief officer of the *Hatching*.

Mr. S. Williams is appointed 3rd officer of the *Haitan*.

Captain Evans is temporarily commanding the *Hatching*, vice Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Hainan*.

Mr. Musgraves is appointed 3rd engineer of the *Thales*.

Mr. E. Sayer is appointed 2nd engineer of the *Thales*.

Mr. E. H. Kirman, late of American ship *M. Laguna*, is now 4th officer of the *Glengyle*.

## August 26th.

Capt. Davis has resumed command of the *Hatching*.

Mr. Evans, chief officer, has returned to the *Hatching*.

Mr. Short, 2nd officer of the *Italian*, has returned to that ship.

## August 30th.

Captain W. Passmore has taken over the command of the *Hainan*.

Mr. Walters has joined the *Hainan* as 3rd engineer.

## September 11th.

The officers of the *Flandria* (Capt. F. Eichbaum) are: Chief officer, W. Schaake, and E. Lehmann, chief engineer, M. Biese, and C. Petersen, 3rd, H. Brandt, assistant engineer, H. Dittmann.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

English (*Palawan*) 13th instant.

German (*Hamburg*) 17th instant.

German (*Prinz Heinrich*) 18th instant.

American (*City of Peking*) 19th instant.

American (*Galio*) 24th instant.

Canadian (*Empress of China*) 30th instant.

American (*Hongkong Maru*) 1st prox.

The Canadian Pacific Railway Co.'s steamer *Athenian* arrived at Kobe to-day the 11th inst., and leaves again to-morrow for Yokohama.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* left Vancouver at 11.30 p.m., on Monday the 9th for Hongkong via Usual ports of call.

## HONGKONG AND WHAMPOA DOCK RETURNS.

<i>Georges Valentine</i>	at Kowloon Dock
<i>Victoria</i>	" "
<i>Zafra</i>	" "
<i>Elcano</i>	" "
<i>Kailong</i>	" "
<i>Fei Hoo</i>	" "
<i>Canton River</i>	" "
<i>Loongmoon</i>	at Cosmopolitan

## PASSED THE CANAL.

Outward—16th August—*Awa Maru*, *Ulysses*, *Palawan*. 20th August—*Kheron*, *Malaya*, *Marianne*. 23rd August—*Agammon*, *Ceylon*. 27th August—*Andria*, *Ramberg*, *Olimpo*, *Hamburg*. 30th August—*Calchas*, *Inaba Maru*, *Anapa*, *Teenkai*, *Dresden*. 6th September—*Salazie*, *Socotra*, *Hermiston*, *Prima*.

Homeward—27th August—*Sambria*, *Kanagawa Maru*, *Sunda*. 30th August—*Wurzburg*. 6th September—*Stuttgart*.

Arrivals at Home—27th August—*Kital*, *Annun*. 6th—September—*Alcinous*, *Glaucus*, *Ision*.

## VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H.	Johansen, Mr. and Mrs.
Andrew, Mr. D. A.	Judell, Mr. Q.
Angus, Mrs.	Katsch, Mr. E. A.
Ansaldi, Capt. G.	Kiene, Mr. and Mrs. F.
Arnold, Mr. H.	Lazarus, Mr. N.
Bailey, Mr. W. S.	Littledale, R. E., Major
Barlow, Mr. B. J.	R. P.
Bass, Miss	Long, Mr. & Mrs. D. M.
Beckett, Mr. G. W.	Lyons, Miss
Bell, Mr. J. T.	Lyons, Mr. J. M.
Black, Mr. J.	Macdonald, Mr. D.
Bonner, Mr. A.	Marlow, Mr.
Brown, Mr. and Mrs.	McAllister, Mr. J.
A. J.	McLaughlin, Mr. W.
Brown, R. E., Major W.	F.
Busstow, Mr.	Meiflie, Mr. H.
Carpenter, Mr. & Mrs.	Michael, Mr. S. J.
I. G.	Micheaux, Mme. de
Clark, Dr.	Parfitt, Mr. W.
Cole, Mr. G. E.	Patrick, Mr. J.
Colombo, Mr. G.	Pearce, Dr. W. W.
Colson, Mr. J. S.	Pilkington, Mr. H. S.
Cylindar, Mr. M.	Pitcher, Mr. A. J.
Denroche, Mr. P. C.	Pope, Mrs.
Devilbiss, Mr. D. M.	Price, Mr. H.
Discombe, Mr. G. M.	Quennell, Lieut. W. A.
Dorchill, R. A., Major	Reel, Dr. L. R.
Dyson, Major P. S.	Reid, Mr. A.
Edwards, Mr. F. W.	Robertson, Mr. W. R.
Fernald, Mr. and Mrs.	Schmidt, Mr. H.
Field, Mr. A. G.	Schout, Mr. C.
Fischer, Mr.	Sellars, Mr. E.
Gardyne, Mr. Bruce	Sergeant, Mr. P. W.
Gendron, Mr. P.	Simpson, Mr. A. E.
Gibson, Mr. Kennedy	Slavin, Mr. J. M.
Glover, Mr. C.	Smith, Mr. F. W.
Grant, Mr. John	Smithers, Mr. R. G.
Grimes, Mr. and Mrs.	Stafford, Mr. T. C.
J. H.	Taylor, Mr. D. G.
Guignard, Mr. E.	Thomson, Dr. and Mrs.
Hamilton, Mr.	J. C. and child
Hamilton, Mrs. C.	Tibbey, Mr. H. M.
Hockford, Mr. R. G.	Wakeman, Mr. G. H.
Henningsen, Mr. H. F.	Wattie, Mr. J. A.
Howard, Mr. Thos.	Watts, Mr. and Mrs.
Huwkins, Mr. J. A.	Frank W.
Hughes, Mr. W. K.	Whitley, Mr. W. J. G.
Jukes, Mr. A. N.	Whitton, Mrs.
Jones, Capt.	Woolen, Mr. J. J.
Irvine, Mr. E. A.	Young, Mr. E. S.
Jeaning, Mr. M.	

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baulton, Mr. J. F.	Martin, Mr. R.
Beattie, Mr. James	May, Mr. A. J.
Benjamin, Mr. S. S.	McDermott, Mr. A. P.
Bonnar, Mr. J. W. C.	Miller, Mr. and Mrs.
Brown, R. E., Col. L. F.	Perrott, R. A., Colonel
Brayne, Mr. H. F. R.	Pitt, Mr. John, R. N.
Brusse, Mr. G.	Pollock, Hon. H. E.
Collard, Col. A. W.	Quinnoff, Mr. M.
Crookenden, Col.	Rumsey, R. N., Hon.
Dunn, Mr. George H.	R. Murray
Davies, Mr. W.	Saver, Mrs.
Drion, Mr. F.	Sinclair, Mr. T. J.
Ezekiel, Mr. J. S.	Smith, Mr. T. J.
Forbes, Mr. Andrew	Stokes, Mr. A. G.
Fraser, Mr. and Mrs.	Thomson, Mr. J. S.
H. W.	Wheeler, Mr. W. H.
Graham, Mr. D. M.	Wilgess, Mr. W. T.
Gumprecht, Dr.	Wilson, Mrs. W. and child
Hamilton, Major	Wright, Mr. and Mrs.
Jeffries, Mr. H. N.	Lee, Mr. J. E.
Lee, Mr. J. E.	H. Taylor
Mackay, Mr. J. A.	

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. Jas.	Heemskerck, Mr. J. J. B.
Bells, Mr. H.	Helms, Mr. J.
Brown, Mr. and Mrs.	Langlands, A. O. D.
H. Matheson	Capt. and Mrs. P.
Crouch, Mr. J. W.	Pye, Mr. E. Burns
Denison, Mr. and Mrs.	Scott, Mrs. James
A.	Sisters, Govt. Civil
Edwards, Mr. G. H.	Hospital
Farrow, Capt. J.	Surplice, Mr. and Mrs.
Grimble, Mr. & Mrs. G.	F. R. C.

## KOWLOON HOTEL.

Frank, Mr. H.	Holdon, Capt. H. N.
Hargreaves, Mr. Herm.	Riegen, Mr. V.
Holden, Mr. Geo. H.	Salter, Mr. D. W.

## EXCHANGE.

Hongkong, 11th September.	
ON LONDON, Telegraphic Transfer	1/11 3/16
" Bank Bills, on demand	1/11 1/4
" Credits, 4 months' sight	1/11 1/4
" D'ments, 4 months' sight	1/11 1/4
ON BERLIN, (demand)	M. 1.98
ON PARIS, Bank Bills, on demand	2.44 1/2
" Credits, 4 months' sight	2.47 1/2
ON NEW YORK, Bank Bills, on demand	47
" Credits, 30 days' sight	47 1/2
ON BOMBAY, Telegraphic Transfer	1.44 1/2
" On demand	1.45
ON SHANGHAI, Telegraphic Transfer	1.45
" Private 30 days' sight	75
ON YOKOHAMA, T.T.	54 1/2 prem.
Sovereigns, Bank's Buying Rate	50.32
Gold Leaf 100 touch, per tael	53.30
Bar Silver	26 15/16
Dollars	nom.

## OPIUM QUOTATIONS.

Hongkong, 11th September.	
New Patna	\$95 1/2 per chest.
Old Patna	97 1/2
New Benares	92 1/2 per picul.
Old Benares	94 1/2
New Malwa	85 1/2
Old Malwa	87 1/2
Perian, paper tied	85

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(SEPTEMBER 11th.)

COMPANIES.	PAID UP CAPITAL.	LATEST QUOTATION.
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## Banks.

Hongkong and Shanghai Banking Corporation	\$ 125	\$600 buyers.
The Bank of China and Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Limited	£ 8	\$28 buyers
Do.	£ 1	\$15 sellers

## Marine Insurances.

Union Insurance Society of Canton, Limited	\$ 50	\$110
China Trade Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	\$ 25	Taels 180 sellers
Yangtze Insurance Association, Limited	\$ 60	\$122 1/2
Canton Insurance Office, Limited	\$ 50	\$170 sellers
Straits Insurance Company, Limited	\$ 20	\$1

## Fire Insurances.

Hongkong Fire Insurance Company, Limited	\$ 50	\$34 1/2 sellers
China Fire Insurance Company, Limited	\$ 20	\$8 1/2

## Shipping.

Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$34 1/2
Indo-China Steam Navigation Company, Limited	£ 10	\$136
China and Manila Steamship Company, Limited	\$ 50	\$62 sellers
Douglas Steamship Company, Limited	\$ 50	\$48 sales
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 10	£12 buyers
Star Ferry Company, Limited	£ 5	£7 buyers
"Shell" Transport and Trading Company, Limited	£ 2 1/2	\$9 1/2 buyers

## Refineries.

China Sugar Refining Company, Limited	\$ 100	\$136
Luzon Sugar Refining Company, Limited	\$ 100	\$36 sellers

## Mining.

Punjom Mining Company, Limited	\$ 9	\$5 sellers
Punjom Mining Preference Shares	\$ 1	\$12 1/2
Société Française des Charbonnages du Tonkin	Francs 250	\$35 1/2
Queens Mines, Limited	Cents 25	5 cents
Jobu Mining and Trading Company, Limited	\$ 18 d 10	\$4 sales
Raub A'lian Gold Mining Company, Limited	\$ 5	\$13 sellers
Oliver's Freehold Mines, Limited A	\$ 5	nominal
Oliver's Freehold Mines, Limited B	\$ 5	nominal

## Docks, Wharves and Godowns.

Hongkong and Whampoa Dock Company, Limited	\$ 50	\$275 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$98 buyers
Wanchai Warehouse and Storage Company, Limited	\$ 37 1/2	nominal
New Amoy Dock Company, Limited	\$ 64	\$25 buyers

## Lands, Hotels and Buildings.

China Provident Loan and Mortgage Company, Limited	\$ 10	\$975 sales
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$191 sellers
Kowloon Land and Building Company, Limited	\$ 30	\$30 buyers
West Point Building Company, Limited	\$ 50	\$51 buyers
Hongkong Hotel Company, Limited	\$ 50	\$127 buyers
Oriente Hotel Company, Limited	\$ 50	\$55
Humphreys Estate and Finance Company, Limited	\$ 10	\$13 1/2 sellers

## Cotton Mills.

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 100	\$11 1/2 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40 buyers
International Cotton Manufacturing Company, Limited	Taels 100	Taels 35
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 45
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 300
Yahloong Cotton Spinning Company, Limited	Taels 100	Taels 12 1/2

## Cigar Companies.

Alhambra, Limited	\$ 500	nominal
Philippine Tobacco Trust Co., Limited	\$ 50	nominal

## Miscellaneous.

Green Island Cement Company, Limited .....	\$	10	\$21 buyers
China-Borneo Company, Limited .....	\$	15	\$38 sellers
S. Watson & Co., Limited .....	\$	10	\$16 sellers
Watkins, Limited .....	\$	10	\$10 sellers
ongkong Electric Company, Limited .....	\$	10	\$124 buyers
ongkong Electric Company, Limited .....	\$	5	\$64 buyers
ongkong and China Gas Company, Limited .....	£	10	\$140 buyers
ongkong Rope Manufacturing Company, Limited .....	\$	50	\$1724
eo, Fenwick & Co., Limited .....	\$	25	\$55 sellers
ongkong Ice Company, Limited .....	\$	25	\$183 buyers
ongkong High-Level Tramways Company, Limited .....	\$	100	\$275 buyers
airy Farm Company, Limited .....	\$	-6	\$8 buyers
ongkong and China Bakery Company, Limited .....	\$	50	\$50
ampbell, Moore & Co., Limited .....	\$	10	\$20 buyers
ell's Asbestos Eastern Agency, Limited .....	£	1	\$1.10
nited Asbestos Oriental Ag'cy, Limited .....	\$	4	\$10 buyers
ebrau Planting Company, Limited .....	\$	5	\$2 sellers
iversal Trading Co., Limited .....	\$	20	\$194 buyers
ongkong Steam Water-boat Co., Limited .....	\$	5	\$8 buyers
hina Light and Power Co., Limited .....	\$	20	\$20 sellers
obinson Piano Co., Limited .....	\$	50	\$50
anila Investment Co., Limited .....	\$	50	nominal



## VESSELS IN PORT.

## Steamers.

ARRATON APCAR, British steamer, 2,879, E. Fey, 10th Sept.—Singapore 10th Sept.  
 General, David Saxon, Sons & Co.  
 AMERICA MARU, Japanese steamer, 3,460, P. H. Go, 7th Sept.—San Francisco 10th Aug. and Shanghai 5th Sept. Mails and General.—J. S. Van Buren.  
 DANIELSBURG, German steamer, 1,379, A. Rickmann, 7th Sept.—Samarang 29th Aug. Sugar.—Butterfield & Swire.  
 CANTON, British steamer, 2,164, C. F. Lockstone, R.N.R., 6th Sept.—London 27th July and Singapore 31st Aug. General.—P. & O. S. N. Co.  
 CHARLES ROGIER, Belgian steamer, 1,292, Smith, 8th Sept.—Mojil 1st Sept. Coals.—Order.  
 CHINA, German steamer, 1,113, Kriebben, 6th Sept.—Manila 3rd Sept. Ballast.—E. A. Trading Co.  
 CHINCHU, British steamer, 2,260, J. E. Williams, 8th Sept.—Calcutta 27th Aug.  
 ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept.—Manila 1st August, Ballast.—Brandao & Co.  
 FAUSANG, British steamer, 1,415, T. A. Mitchell, 2nd Sept.—Java 23rd Aug. Sugar.—Jardine, Matheson & Co.  
 GLENROY, British steamer, 3,241, Forbes Selby, 31st Aug.—Oman Co. 13rd Aug. Coal.—McCregor & Co.  
 HINO MARU, Japanese steamer, 1,097, B. Nakano, 8th Sept.—Cheloo 4th Sept. General.—Mitsui Bussan Kaisha.  
 INDRAVELLI, British steamer, 3,266, McCrath, 3rd Sept.—Mojil 29th Aug. General.—E. A. Trading Co.  
 KATFONG, British steamer, 1,024, G. H. Pennefather, 7th Sept.—Hong Kong 31st Aug. Government Stores.—Butterfield & Swire.  
 LAI SANG, British steamer, 2,224, G. Payne, 29th Aug.—Mojil 23rd August. Coal.—Jardine, Matheson & Co.  
 LOONGMOON, German steamer, 1,245, R. Schuldt, 9th Sept.—Canton 9th Sept. General.—Siemssen & Co.  
 LUCCA, Austrian steamer, 1,508, Andrew Zahaj, 8th Sept.—Samarang 30th Aug. Sugar.—Joo Tek Seng.  
 MACHIEW, German steamer, 995, G. Wendig, 6th Sept.—Swatow 5th Sept. Rice and General.—Melchers & Co.  
 MEXICAN PRINCE, British steamer, 1,953, Pemice, 7th Sept.—Singapore 25th Aug. and Amoy 5th Sept. Petroleum.—Meyer & Co.  
 MONKUT, German steamer, 852, Gilshie, 10th Sept.—Bangkok 3rd Sept. Rice.—Windson & Co.  
 PAX, Belgian steamer, 1,207, E. Damster, 7th Sept.—Saligon 3rd September. General.—Melchers & Co.  
 PHRA CHOM KLAO, German steamer, 1,012, J. A. Morris, 6th Sept.—Bangkok 31st Aug. Rice and Mail.—Melchers & Co.  
 RADNORSHIRE, British steamer, 1,889, R. C. Bindloss, 10th Sept.—Singapore 3rd Sept. General.—Shewan, Tomes & Co.  
 SATSUMA, British steamer, 4,100, McIntosh, 3rd Sept.—New York 17th June, and Manila 31st Aug. General.—Dodwell & Co., Ltd.  
 SISHAN, British steamer, 845, H. N. Holton, 8th Sept.—Saligon 4th Sept. Rice and General.—Bradley & Co.  
 THALES, British steamer, 893, A. J. Robson, 10th Sept.—Samarang 25th Aug. 6th Sept. General.—Douglas, Lamark & Co.  
 TRONIA, British steamer, 1,609, Powell, 20th Aug.—Shanghai 16th Aug. Kerosine.—Arnhold, Karberg & Co.  
 TSURUGISAN MARU, Japanese steamer, 4,128, J. Narasaki, 9th Sept.—Kutchinow 4th Sept. Coal.—Mitsui Bussan Kaisha.  
 VICTORIA, American steamer, 2,112, J. Pantan, 1st Aug.—Tacoma, U.S.A. 4th July. General.—Dodwell & Co., Ltd.  
 YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 9th Sept.—Manila 6th Sept. General.—Jardine, Matheson & Co.

## Sailing Vessels.

BRIZEUX, French ship, 1,400, Gonrio, 7th Aug.—Cardiff 17th April. Coal.—Order.  
 CELESTE HURRILL, British ship, 1,764, C. A. Trefry, 29th May.—Manila, 9th May, Ballast.—Order.  
 GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug. Ballast.—Order.  
 HELEN H. WYMAN, American ship, 1,664, D. A. Vanhorn, 10th Sept.—Chefoo 20th Aug. Ballast.—Arnhold, Karberg & Co.  
 I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 19th July. General.—Arnhold, Karberg & Co.  
 LAUNBERG, American bark, 906, McDougall, 14th Aug.—Cebu 6th Aug. Ballast.—Master.  
 L. SCHEPP, American ship, 1,673, Kendall, 5th July.—Manila 25th June. Ballast.—Carlson & Co.  
 MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June.—New York 3rd Mar. Kerosine Oil.—Standard Oil Co.  
 SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast.—Master.  
 STATE OF MASS, American ship, 1,407, Colcord, 8th Sept.—New York 4th May. Kerosine.—Standard Oil Co.  
 SUSQUEHANNA, American ship, 2,399, M. T. Bailey, 24th July.—Manila 17th July. Ballast.—Siemssen & Co.  
 VALE OF DOON, British bark, 672, Peterson, 31st Aug.—from Nar Yunn, Wood.—Sander, Wieler & Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 11th, 1901.  
 Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. G. E. M. Craddock, at Shanghai.  
 Albion, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, at Hongkong.  
 Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai.  
 Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, at Woung.  
 Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, at Shanghai.  
 Astraea, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., at Shanghai.  
 Aurora, 1st-class cruiser, 5,600 tons, 8,000 h.p., 12 guns, Capt. E. H. Bayly, C.F., at Fochow.  
 Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warrinder, at Nagasaki.  
 Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., at Woung.  
 Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, at Wuhu.  
 Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart, at Singapore.  
 Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, at Fochow.  
 Dolphin, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Parkerham, at Japan.  
 Dido, 2nd-class cruiser, 5,000 tons, 11 guns, 9,000 h.p., Capt. Tilard, at Shanghai.

Ellice, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Captain Sloper, at Amoy.  
 Emden, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, at Nagasaki.  
 Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, at Chinkiang.  
 Fume, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.  
 Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 350 h.p., at Amoy.  
 Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Corter, at Wei-hai-wei.  
 Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Li-Wintz, at Shanghai.  
 Hardy, twin screw, torpedo-boat destroyer, 210 tons, 6 guns, 4,000 h.p., in reserve.  
 Harp, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Handy.  
 Hunter, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, at Shanghai.  
 Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Hongkong.  
 Jacar, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.  
 Lintell, gun-vessel, 750 tons, 2 heavy guns, 4 pounders, 870 h.p., Commander W. W. Smythe, at Singapore.  
 Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, at Singapore.  
 Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., at Woung.  
 Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., at Shanghai.  
 Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Comdr. C. P. Maise, at Shanghai.  
 Phantix, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. H. Nicholson, at Canton.  
 Pique, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Capt. Oldham, at Chinkiang.  
 Pique, twin screw, and-class cruiser, 1,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Shanghai.  
 Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. U. V. de M. Cowper, at Shanghai.  
 Rambler, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, at Hongkong.  
 Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. F. Corbett, at Shanghai.  
 Robin river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, at Wei-hai-wei.  
 Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, at Singapore.  
 Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carl West, at Wei-hai-wei.  
 Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Oldham, at Yangtze.  
 Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., in reserve at Hongkong.  
 Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, at Hongkong.  
 Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, at Hongkong.  
 Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., at Hongkong.  
 Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., at Wei-hai-wei.  
 Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve at Hongkong.  
 Waterwitch, surveying-ship, 620 tons, 450 h.p., Lieut.-Comdr. Lyne, at Wei-hai-wei.  
 Whiting, twin screw, torpedo-boat destroyer, 660 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Macdonald, D.S.O., at Shanghai.  
 Wiern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong.  
 Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, at Kiukiang.  
 Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, at Yangtze.  
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, at Shanghai.  
 Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, at Swatow.  
 Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, at Singapore.  
 Konigin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossum, at Swatow.  
 Leopold, Austrian cruiser, 1,600 tons, Captain Müller, at Saigon.  
 Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, at Macao.  
 Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuchi, at Shanghai.  
 Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, at Taku.  
 Zaire, Portuguese gunboat, 600 tons, Captain Mello, at Hongkong.  
 Zenta, Austrian cruiser, 2,200 tons, Captain Runsti, at Singapore.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.  
 Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
 Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolsky, at Tientsin.  
 Abouat, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.  
 Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.  
 Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shanon, at Taku.  
 Gaidamak, Russian gunboat, 406 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbeninikoff, at Taku.  
 Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.  
 Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.  
 Mandjuri, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
 Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.  
 Navezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zaring, at Nagasaki.  
 Otavany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copinowich, at Shanghai.  
 Pervomayskiy, Russian battleship, 12,000 tons, 16 guns, 13,500 h.p., Capt. Grevich, at Nagasaki.  
 Poltava, Russian battleship, 10,663 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.  
 Rosita, Russian armoured cruiser, 1,200 tons, 22 guns, 14,500 h.p., Capt. Demozoff, at Nagasaki.  
 Rosbanyk, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.  
 Rurik, Russian flag-ship, 10,940 tons, armoured, twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 14,000 tons, 13,500 h.p., 10 guns, Capt. Melusky, at Nagasaki.  
 Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Burroughs, at Nagasaki.  
 Strel Velly, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.  
 Stovuch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
 Sveaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
 Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.  
 Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
 Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Kogulia, at Taku.  
 Zabiaka, Russian cruiser, 1,430 tons, 20 guns, 2,000 h.p., Capt. Shkuff, at Nagasaki.

## (1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.  
 Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
 Jantchich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
 Katalika, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.  
 Kiti, Russian torpedo boat, 350 tons, Captain Givarsky, at Shanghai.  
 Narva, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
 Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
 Podoromik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
 Sitik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
 Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.  
 Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
 Soledad, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
 Som, Russian torpedo boat, 400, Capt. A. Givarsky, at Shanghai.  
 Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
 Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
 Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.  
 Revet, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.  
 Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
 † Flagship of Vice-Admiral Alexieff.  
 † Flagship of Rear-Admiral F. V. Dubossioff.  
 † Flagship of Rear-Admiral Resnoff.

## THE GERMAN SQUADRON.

Bustard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.  
 \* First Bismarck, German flag-ship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.  
 Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.  
 Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.  
 \* \* \* Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woung.  
 Hele, German despatch-vessel, 2,000 tons, 12 Capt. Ramppold, at Woung.  
 Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesedom, at Shanghai.  
 Ilia, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Shamer, at Canton.  
 Irene, German cruiser, 4,200 tons, 10 guns, 2,950 h.p., Capt. Stein, at Nagasaki.  
 Jaguar, German gunboat, 1,000 tons, 8 guns, Capt. Berger, at Fochow.  
 Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Giliich, at Amoy.  
 \* Kurfirst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woung.  
 Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardy, at Shanghai.  
 Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.  
 Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
 Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.  
 Weisenburg, German battleship, 10,100 tons, 40 guns, Capt. Homeler, at Amoy.  
 Werra, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.  
 \* R. Wilhelm, German battleship, at Nagasaki.  
 No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.  
 No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.  
 No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \* Flagship of Rear-Admiral Geissler.  
 \* \* \* Flagship, Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.  
 Alouette, 2nd-class cruiser, 4,700 tons, Capt. Bathme, at Taku.  
 Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.  
 Bugaud, 2nd-class cruiser, 4,009 tons, 10 guns, 9,000 h.p., Capt. Delfevre, at Shanghai.  
 Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Fochow.  
 Comete, gunboat, 600 tons, Capt. Lotiel, at Canton.  
 Decille, gunboat, 690 tons, Capt. Maresubette, at Taku.  
 \* D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.  
 Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saulne, at Shanghai.  
 Eure, Dispatch-transport, Capt. Valée, at Saigon.  
 Friant, gunboat, 693 tons, Capt. Adam, at Japan.  
 Guichen, 1st-class cruiser, 8,277 tons, 24,000 h.p., 8 guns, Capt. de Surgy, at Hongkong.  
 Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.  
 Kersaint, 3rd. class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.  
 Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.  
 \* L'Infernal, 1st class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motel, at Shanghai.  
 Styr, 3rd-class cruiser, 1,800 tons, Capt. Vincet, at Hongkong.  
 Surcouf, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Morne, at Shanghai.  
 Ville d'Alger, monitor, 944 tons, Captain Bomesaur, at Hongkong.  
 Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.  
 \* Flagship of Vice-Admiral Courtejoles.

## THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.  
 Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,426 h.p., Comdr. C. H. Arnold, at Hongkong.  
 Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.  
 Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Comdr. G. B. Bradshaw, at Manila.  
 Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.  
 Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.  
 Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
 Cuipoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
 Don Juan de Austria, U.S. gunboat, 1,232 tons, Capt. Bowman, at Hongkong.  
 Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.  
 Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
 Iris, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.  
 Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.  
 Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.  
 Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.  
 Marietta, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.  
 Menadnock, U.S. double-turret monitor, 4,900 tons, 6 guns, 2,000 h.p., Comdr. O. W. Farnham, at Shanghai.  
 Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.  
 Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Piggman, at Canton.  
 Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.  
 New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.  
 Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woung.  
 Petrel, U.S. gunboat, 892 tons, 4 guns, 1,099 h.p., Comdr. C. C. Cornwell, at Manila.  
 Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.  
 Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.  
 Whaling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.  
 Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Albione, at Amoy.  
 Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,391 h.p., Comdr. C. S. Sperry, at Manila.  
 Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.  
 Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

## THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, at Shanghai.  
 Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, at Taku.  
 Fiermosca, Italian cruiser, Capt. Carlo Negri, at Shanghai.  
 Stromboli, Italian cruiser, 4,033 tons, Captain Cecconi, at Hongkong.  
 Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,810 h.p., Capt. Zucchi, at Shanghai.  
 Villa Pisana, Italian cruiser, 6,700 tons, Capt. V. Onofrio, at Shanghai.

## JAPANESE MEN-OF-WAR.

Battleships.  
 Asahi, 1st class, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Misu, at Japan.  
 Yamashiro, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Kure.  
 Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.  
 Chinyen, 2nd class, 7,350 tons, 22 guns, 6,200 h.p., at Yokosuka.  
 Coast Defence Ships.  
 Matsushima, 1st class, 4,277 tons, 25 guns, 5,600 h.p., at Sasebo.  
 Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.  
 Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.  
 Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.  
 Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.  
 Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.  
 Cruisers.  
 Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sasebo.  
 Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.  
 Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.  
 Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.  
 Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.  
 Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.  
 Chiyodogawa, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.  
 Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.  
 Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.  
 Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.  
 Sai-yen, protected cruiser, 1st class, 3,300 tons, 15 guns, 2,800 h.p., at Yokosuka.  
 Akitsushima, protected cruiser, 1st class, at Manila.  
 Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.  
 Takagi, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuda, at Japan.  
 Yagayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.  
 Tsuchi, 3rd class, 1,300 tons, Capt. S. Matsui, 12 guns, 2,887 h.p., at Japan.  
 Oregi, cruiser, at Taku.  
 Sayanami, torpedo-boat destroyer, 395 tons, Capt. J. Takenouchi, at Japan.  
 Sloops and Corvettes.  
 Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.  
 Katsuragi, 1,480 tons, 10 guns, 1,600 h.p., at Sasebo.  
 Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.  
 Terui, 1,350 tons, 10 guns, 1,165 h.p., at Fusan.  
 Katmon, 1,360 tons, 10 guns, 1,125 h.p., at Sasebo.  
 Anagi, 1,030 tons, 13 guns, 740 h.p., at Yokosuka.

## Gun-boats.

Asagi, 620 tons, 10 guns, 700 h.p., at Shanghai.  
 Aiga, 620 tons, 10 guns, 700 h.p., at Taku.  
 Maya, 620 tons, 10 guns, 700 h.p., at Kure.  
 Chikaki, 620 tons, 10 guns, 700 h.p., at Taku.  
 Spoko, 572 tons, 4 guns, 400 h.p., at Sasebo.  
 Utsuki, 600 tons, 6 guns, 400 h.p., at Yokosuka.  
 Chinko, 490 tons, 5 guns, 472 h.p.  
 Chin Hoku, 490 tons, 5 guns, 472 h.p.  
 Chin Pui, 500 tons, 5 guns, 455 h.p.  
 Chin Chu, 500 tons, 9 guns, 455 h.p.  
 Yachiko, gunboat, 4,000 tons, Capt. Yakis, at Japan.  
 Torpedo-gunboats.  
 Tatsuta, 875 tons, 6 guns, 5 torp. tubes, 1,500 h.p., at Yokosuka.

## Torpedo-boats.

Murakumo, 270 tons, at Ujina.  
 Shinonome, 270 tons, at